

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4418.

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FRIDAY, DECEMBER 11, 1903.

五拜禮

號一十月二十年九十二緒光

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,510,000

Head Office: YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENSIN. NEWCHANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 11th September, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$10,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON. N. A. SIEB, Esq.  
E. GILCHRIST, Esq. H. W. SLADE, Esq.  
C. MICHAEL, Esq. C. A. TOMES, Esq.  
H. SCHUBERT, Esq. E. S. WHEELER, Esq.  
E. SHELLIM, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
Shanghai—H. M. BEVIS.

LONDON BANKERS:—LONDON AND COUNTRY  
BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3½ per cent. per Annum.  
For 12 months, 4½ per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1903. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1903. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... \$1,000,000  
Paid-up Capital ..... \$344,374

HEAD OFFICE:—HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq. J. Scott Harston, Esq.  
Chow Tung Shing, Esq. J. Lauts, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 12th May, 1903. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000  
HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

BRANCHES:  
Berlin. Calcutta. Hankow.  
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [16]

### TO LET.

NO. 4, RIFON TERRACE in FLATS.

No. 15, WONG NEI CHONG ROAD, facing  
Race Course.

FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).  
GODOWN No. 34, BLUE BUILDINGS.  
GODOWNS: PRAYA EAST.

Apply to:  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 1st December, 1903. [1434]

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 10th December, 1903.

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold  
\$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office:—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARIS BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VEXES ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED  
On Current Accounts at 2½ per annum.  
On Fixed Deposits:  
For 3 months 2½ per annum.  
" 6 " 3½ " "  
" 12 " 4½ " "

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1903. [163d]

### INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES  
OF AMERICA IN CHINA AND THE  
PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000, 820,000  
Surplus (Reserve) Gold \$4,000,000, 820,000

Total, Gold \$8,000,000, 1,640,000

Capital and Surplus authorized, Gold \$10,000,000  
= \$2,055,000.

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITHS  
BANK, LIMITED.

The Corporation buys and sells Bills of  
Exchange, issues Letters of Credit and carries  
on every description of Banking and Exchange  
business. Money received on Current Deposit  
Account at the rate of 2 per cent. per annum  
on the daily balances, and on Fixed Deposit  
as follows:

For 12 months, 4½ per annum,  
" 6 " 4½ " "  
" 3 " 3½ " "

HONGKONG BRANCH:  
20, DES VEXES ROAD CENTRAL.  
CHARLES R. SCOTT,  
Manager.

Hongkong, 26th May, 1903. [100c]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENSIN.  
PEKING.

THE Bank purchases and receives for collec-  
tion Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
3½ per Annum Fixed Deposits for 3 months.  
4½ " " " "  
5½ " " " "

E. W. RUTTER,  
Manager.

Hongkong, 12th August, 1903. [12]

### THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... \$800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... \$800,000  
RESERVE FUND ..... \$725,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.  
" " " " " "  
" " " " " "  
" " " " " "

T. P. COCHRANE,  
Acting Manager.

Hongkong, 18th May, 1903. [11]

### TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice  
Houses, 4 Rooms, Bath Rooms, Out-  
houses and Verandahs. Only \$40 inclusive  
of Taxes.

WILD DELL BUILDINGS, No. 147,  
WANCHAI ROAD. Comfortable and airy  
Flats of 2 or 3 Rooms, from \$25 inclusive of  
Taxes.

S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.  
Hongkong, 12th September, 1903. [1916]

## Shipping.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. JAPAN ..... About 15th December } Freight and Passage.

SHANGHAI ..... COROMANDEL ..... About 18th December } Freight and Passage.

LONDON, &c. .... BALLARAT ..... Noon, 19th December } See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th December, 1903.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA  
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

KONIG ALBERT ..... WEDNESDAY, 23rd December.

KIAUTSCHOU ..... WEDNESDAY, 6th January, 1904.

BAYERN ..... WEDNESDAY, 20th January, 1904.

SACHSEN ..... WEDNESDAY, 3rd February, 1904.

GERA ..... WEDNESDAY, 17th February, 1904.

SEIDLITZ ..... WEDNESDAY, 2nd March, 1904.

PREUSSEN ..... WEDNESDAY, 16th March, 1904.

ROON ..... WEDNESDAY, 30th March, 1904.

HAMBURG ..... WEDNESDAY, 13th April, 1904.

PRINZ HEINRICH ..... WEDNESDAY, 27th April, 1904.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 23rd day of December, 1903, at Noon, the Steamship  
"KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain C. Polack, with  
MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at  
NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 21st instant, Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 22nd instant, and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 22nd instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS. [563c]

### Intimations.

### LANE, CRAWFORD & CO.

CHRISTMAS AND  
NEW YEAR GOODS!

Fancy Leather Goods in Great Variety.  
DECORATIVE TABLE GLASSWARE.  
PRETTY DESSERT SERVICES.

### DOLLS AND TOYS.

TOM SMITH'S AND CALEY'S CRACKERS.  
CROSSE AND BLACKWELL'S XMAS PUDDINGS!!  
HUNTLEY AND PALMER'S XMAS CAKES!!  
MUSCATELS. FIGS. METZ FRUITS.  
ELVAS AND CARLSBAD PLUMS.

LANE, CRAWFORD & CO.

Hongkong, 8th December, 1903. [732c]

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in  
close proximity to the Banks and principal business places.  
TERMS VERY MODERATE.

For Particulars apply to  
BROE] THE MANAGER.

### MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT  
commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to  
the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HAND-  
SOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN  
supervision.

PICNIC SHOOTING or BOATING parties specially catered for. A commodious and  
comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and  
EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER,  
Proprietor and Manager.

## Intimations.

When you feel in need of  
something to refresh the body  
and at the same time nourish  
and sustain—something to make  
you strong, hale and hearty  
—try a cup of Bovril.



JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimomaki, Moji, Wakamatsu,  
Katsun, Nagasaki, Kuchinotsu, Bassebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujinotani, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura,  
Onoura, Otsuji, Sasahara, Tsubakura, Yoshinotani, Yoshio, Yonokibara and other Coals.  
N. INUZUKA, Manager, Hongkong.

### H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at  
a moment's notice.

Contracts made on special terms with  
Caterers, Committees, Messes and Captains of  
Steamers. All Wines, Spirits and Beers supplied  
are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c]

### SAINT RAPHAEL WINE

Is prescribed in the most varied forms of anaemia,  
and proves particularly efficacious to revive the forces  
of persons enfeebled by illness or laborious and difficult  
digestion.

NO OTHER IS PRESCRIBED IN THE PARIS HOSPITALS.

CALDBECK, MACGREGOR & Co.,  
SOLE AGENTS.

16, Queen's Road,  
Hongkong, 26th November, 1903. [42]

### OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.  
DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.  
POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.  
TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON,  
Manager.

Hongkong, 22nd August, 1903. [555c]

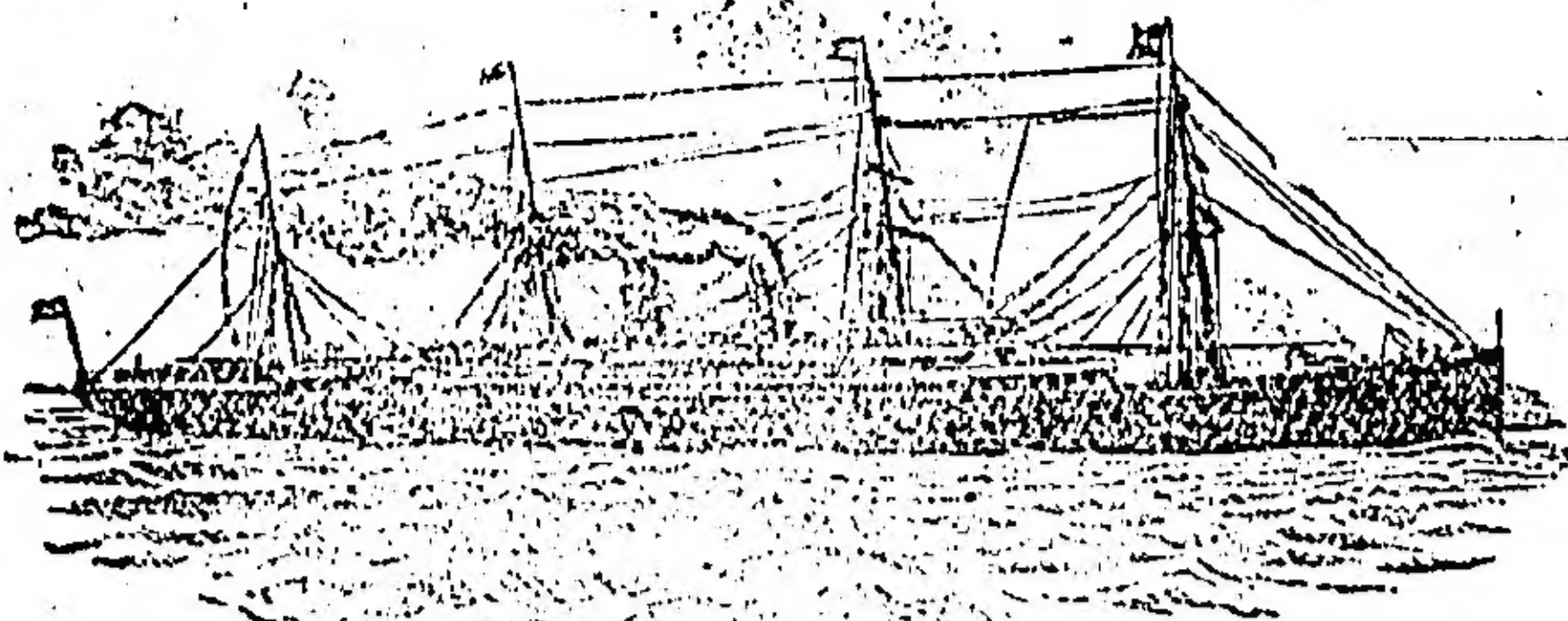
### GO TO THE KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE,  
Proprietor and Manager.



## RAILS.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" .....	6,307 Gross Tons.....	FRIDAY, 18th December, at Noon.
"KOREA" .....	11,276 " .....	SATURDAY, 26th December, at Noon.
"GALLIC" .....	4,205 " .....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU" .....	6,307 " .....	SATURDAY, 9th January, at Noon.
"CHINA" .....	5,060 " .....	TUESDAY, 19th January, at Noon.
"DORIC" .....	4,784 " .....	FRIDAY, 29th January, at Noon.
"NIPPON MARU" .....	6,307 " .....	SATURDAY, 6th February, at Noon.
"SIBERIA" .....	11,284 " .....	SATURDAY, 13th February, at Noon.
"GOPTIC" .....	4,352 " .....	TUESDAY, 23rd February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through tickets to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Panama, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-of-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 9th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "EMPERESS OF JAPAN" .....	5,000 Tons.....	WEDNESDAY, 16th December.
" " "EMPERESS OF CHINA" .....	5,000 " .....	WEDNESDAY, 13th January, 1904.
" " "ATHENIAN" .....	3,882 " .....	WEDNESDAY, 27th January.
" " "EMPERESS OF INDIA" .....	5,000 " .....	WEDNESDAY, 10th February.
" " "TARTAR" .....	4,425 " .....	WEDNESDAY, 24th February.
" " "EMPERESS OF JAPAN" .....	5,000 " .....	WEDNESDAY, 9th March.
" " "EMPERESS OF CHINA" .....	5,000 " .....	WEDNESDAY, 30th March.
" " "EMPERESS OF INDIA" .....	5,000 " .....	WEDNESDAY, 20th April.
" " "ATHENIAN" .....	3,882 " .....	WEDNESDAY, 27th April.
" " "EMPERESS OF JAPAN" .....	5,000 " .....	WEDNESDAY, 11th May.

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pender's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA .....	HAVRE, BREMEN and HAMBURG.	24th Dec. Freight.
NURNBERG .....	(Calling at SINGAPORE and COLOMBO).	
SAVOIA .....	HAVRE and HAMBURG.	25th Dec. Freight.
SAVOIA .....	(Calling at SINGAPORE and PENANG).	
SAVOIA .....	ROTTERDAM and HAMBURG.	1st January, 1904. Freight and Passengers.
SAVOIA .....	(Calling at SINGAPORE).	
AMERICA .....	HAVRE and HAMBURG.	10th January, 1904. Freight.
AMERICA .....	(Calling at SINGAPORE and COLOMBO).	
WURZBURG .....	HAVRE and HAMBURG.	23rd January, 1904. Freight and Passengers.
WURZBURG .....	(Calling at SINGAPORE and PENANG).	
ALLESIA .....	HAVRE and HAMBURG.	6th February, 1904. Freight.
ALLESIA .....	(Calling at SINGAPORE and COLOMBO).	
NUBIA .....	NEW YORK	About end of December, or beginning of January.
NUBIA .....	VIA SUEZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 7th December, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" .....	2,363 tons.....	Captain H. D. Jones.
" " "POWAN" .....	2,338 " .....	G. F. Morrison, R.N.R.
" " "FATSHAN" .....	2,260 " .....	A. W. D. N.
" " "HANKOW" .....	3,073 " .....	C. V. Lloyd.
" " "KINSHAN" .....	2,860 " .....	J. J. Lusius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .....	1,998 tons.....	Captain W. E. Clarke.
------------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. Sunday Do. from Macao to Hongkong daily at 8 A.M. (excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" .....	2,219 tons.....	Captain T. Hamlin.
-----------------------	-----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" .....	588 tons.....	Captain B. Branch.
" " "NANNING" .....	569 " .....	C. Butchart.
" " "PAK HING" .....	518 " .....	K. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903. 1357c

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,  
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS .....	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP .....	Kobe and YAMAHA.	Second half of December	S'PORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMARI .....	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.

Hongkong, 30th November, 1903.

1163c

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

C. W. CLARK,  
No. 4, ICE HOUSE STREET,  
Between Queen's Road and Des Vaux Road.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

954c PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for  
DR. AUER VON WELSBACH Co.,  
VIENNA.

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!  
KRUSE & Co.,  
CONNAUGHT HOUSE.

954c

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 28.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegram, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573c

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

## VICTORIA REGATTA.

WEDNESDAY and THURSDAY,  
16th and 17th DECEMBER, 1903.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the Military Authorities that heavy GUN  
PRACTICE will take place from Victoria  
Battery, Belcher Sub-district, on the 16th  
instant, and the residents within a radius of  
one mile of the Battery are hereby warned to  
keep the doors and windows of their houses  
open on that date to prevent damage to  
buildings.

Practice will commence at 9 A.M. and end  
about 11 A.M. if the Range is clear.

By Command,

A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 8th December, 1903.

1475c

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the  
Military Authorities that GUN PRACTICE  
will take place from Stonecutters Island  
(West, East and South Shore Batteries) in a  
South-Westerly direction at ranges from 600  
to 4,000 yards, on the 18th instant, and from  
Lyemun (Redoubt and Pak-shan Batteries)  
in the direction of the entrance to Junk Bay at  
ranges from 1,000 to 4,000 yards, on the 19th  
instant.

If the weather is unfavourable on either of  
these dates, practice will take place on the  
21st instant.

Practice will commence at 9.30 A.M. on the  
18th instant, and at 9 A.M. on the 19th instant,  
and end at 11 A.M. daily, if the range is clear.

By Command,

A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 9th December, 1903.

1478c

## MADAM FLINT &amp; CO.,

DRESSMAKERS.

AND  
MILLINERS.

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903.

1432c

## DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COELN.

STOCK ON HAND OF  
AHRLEICHART, a red Ahr Wine at \$18.50  
GRAACHER, Moselle " " " " at \$16.50  
LAUBENHEIMER, Hock " " " " at \$15.00

All per Case of 24 Quarts.  
Price Reductions for Larger Orders.  
GRO-MANN & CO.,  
Hongkong, 16th October, 1903.

1359c

## GREEN ISLAND CEMENT COMPANY,

LIMITED.

## PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.  
In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 15th August, 1903.

149c

## F. BLACKHEAD &amp; CO.,

HIP-CHANDLERS, SAILMAKERS,  
COAL and PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAGA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIENS GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

&c. &c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS' STORES AND REQUISITES  
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 15th May, 1903.

1120c

## THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

1120c

## MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN  
THE HOUSE ROAD.

IS now in a position, in his New and Com-  
modious Premises, to supply, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICE  
in the Colony or in any part of the East.

GROUPS AND VIEWS  
Specially  
Hongkong, 15th September, 1903.

149c



## THE HARD CASE OF JAPAN.

BY HENRY NORMAN, M.P.

Japan, "the child of the world's old age," has had a sufficiently—perhaps a surfeit—of admiration. The sentiment she stands more in need of at the present time is sympathy. She has made marvellous progress; she has entered the comity of nations and conducted herself there with perfect dignity and propriety; her Army and Navy, in organisation, administration, material and personnel, are in the first rank; her finance since she adopted a gold standard has been irreproachable; her manufactures, trade, and shipping are all prosperous; as a Power she has shown herself strong, straightforward and peace-loving. She has done everything to deserve good fortune.

Happiness, however, as we know, "is coy, and will not come to all who bend the knee," and fate has acted to the despite of Japan with almost paralysing persistence. Korea is at once the natural outlet of her commerce and population and the key to her national security. She had to fight China for it, beat her handsomely, took a fair share of the spoils of war, and was promptly deprived of them by an irresistible combination of European Powers. Not only that, but by the movements of the pieces on the European chessboard what was taken from her passed almost immediately to her most dangerous rival and neighbour, which has consolidated and expanded till once more she is face to face with the dilemma of losing Korea or fighting for it. Again, Japan looked legitimately to the possession of the Philippine Islands when Spain should relinquish or lose them. Fate precipitated events which placed these, possibly for ever, beyond her reach. Once more Japan was confident that in the future it would fall to her, by right of geographical interest and race-knowledge, to educate China and lead her along the lines of Western progress, the conflicting claims and jealousies of the European Powers, as she believed, preventing one of them from becoming predominant there. She did not foresee the accomplished pushfulness of Russia nor the fatality of British policy. So that hope, too, has apparently vanished.

To come to the events of to-day, the Japanese Government achieved what it believed to be a great success by the alliance with England. This was to strengthen Japan's hands and secure her safety. It is at the present moment having precisely the contrary effect, for now that she is weighing in deep anxiety the considerations which should lead her to fight or not to fight Russia, the whole vast influence of her ally is naturally brought to bear to induce her not to fight, whatever her own interests may dictate. On the other hand, the alliance gives her little or no counteradvantage, for England is only bound to intervene if France joins Russia, and this she would virtually have been compelled to do in any case. Therefore for Japan the British alliance is positively a source of weakness—like the soft hands of woman in Mr. Kipling's poem, it—

Clings to the hilt of the sword,  
Strikes the spur from the booted heel.  
The disappointment and resentment of the Japanese people when they realise this will be a factor in their foreign politics. It was apparently not foreseen by any of those in our own country who welcomed so enthusiastically the conclusion of the alliance.

But the hardest part of Japan's hard case is her situation vis-à-vis Russia at the present moment. What has been foreseen so long by herself and by her friends for her has now come to pass; the arrival of the day when she must decide whether or not she will fight Russia—that is, when her whole future is vitally at stake. Her programmes of naval and military expansion are practically complete; she will never be relatively stronger than she is to-day. In case of war with Russia she would have every hope of securing quickly the command of the sea. This would be tantamount to victory, for she could then take her own time over any other steps; prepare and launch expedition after expedition at vulnerable points; and rely confidently on a breakdown of Russia's land communication with the Far East, whether by reason of mere railway failure or of the railway being destroyed at various points by the Chinese. This relative superiority will not last much longer; powerful Russian naval reinforcements are already on their way to Chinese waters; in a few months the potential command of the sea will not be hers. Merely on a calculation of chances, a Japanese Bismarck would decide to strike now. That Russia is moving slowly but surely upon Korea is certain; that an independent Korea, or a Korea controlled by Japan, is a matter of life and death to Japan is equally certain; every week that passes diminishes Japan's chance of victory. Why, then, does she not strike?

It is hard to say, but some of the considerations which must be weighing with her are obvious. In the first place, the decision is called upon to make is one of appalling difficulty. Nothing less than her permanent existence as an independent nation is at stake. If she were badly beaten, then, sooner or later, unless Russia herself were badly beaten in a war elsewhere, Japan would come under Russian influence, and her future place would be in the shadow instead of in the sun. Second, England, her ally, is holding her back. Third, she is probably disappointed to find that she can expect no help from England.

The conditions precedent to the operation of the Anglo-Japanese Alliance are (1) that Japan should be "threatened by the aggressive action" of Russia, and the latter is naturally careful to take no step which could rightly be so regarded; and (2) that some "other Power or Powers should join in hostilities" against her, and Russia will not ask France to do this, nor would France do it if asked. Fourth, while Japan is probably under no illusion concerning any help from the United States, she is doubtless watching carefully the avowed policy of Washington and the opening of treaty

ports there, in the belief, perhaps not wholly justified, that if Russia shows that she is playing a crooked game in this matter American public opinion, which has always rather a low flash-point, might take fire. Finally, Japan is doubtless still not without hope that after all Russia will not push matters to an extremity, but that some arrangement satisfactory to both parties may yet be concluded.

One night, when travelling in a wild country, I was awakened by a heavy snuffing at the back of my tent, and I quickly became aware that some large wild animal was nuzzling around, and in a moment would be at the open tent door. Was it a tiger—and if so, what should I do? I lay perfectly still, with my finger on the trigger of my rifle, intently watching the faint triangular space. It was a tiger, and it came and stood at the door, snuffing uneasily. The problem was—should I fire, or wait? If I fired under such circumstances I might easily miss, and then I should never have lived to hear Mr. Chamberlain explain the difference between arguments and figures. On the other hand, if I waited the tiger might spring, and then it would be too late to shoot. I waited—for perhaps half a minute, which seemed like an hour—and then the tiger, apparently thinking the situation too mysterious to be safe—walked away.

It seems to me that the situation of Japan is precisely similar. Her finger is on the trigger, and the Bear is looking in at the door. If she fires she may be destroyed; if she waits she may be destroyed. Personally, I believe she will wait till what she thinks is the fifty-ninth second of the eleventh hour. But it must be agreed that here is a hard case, and that deep sympathy with her should be the sentiment of all her friends.—*Westminster Gazette*.

## Notice of Firm.

## NOTICE.

DURING my ABSENCE Dr. FREDERICK KEW will continue my Practice.  
CHADWICK KEW.  
Hongkong, 9th December, 1903. [14776]

## For Sale.

## FOR SALE.

ONE SIMPLEX PIANO PLAYER, by KOHLER and CAMPBELL, and 12 Music Sheets. Just received from the makers. At Manufacturers' Price, very cheap.  
For Particulars, apply to  
"C.E."  
C/o Hongkong Telegraph.  
Hongkong, 8th December, 1903. [14746]

## FOR SALE.

## INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

## INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &amp;c.

for GASOLINE AND GAS LAMPS at the most moderate prices.  
Lamps fixed up for Buyers free of charge.  
Naphtha of the best kind kept in stock.

TAI KWONG CO.,  
56, Lyndhurst Terrace.  
Hongkong, 1st December, 1903. [13736]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.  
SIEMSEN & Co.,  
Hongkong, 28th May, 1904. [126]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"SIMLA"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, &c., ex S.S. *Victoria*.  
From Calcutta, ex S.S. *Sardinia*.  
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.  
Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th December, 1903. [14746]

## Consignees.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th December, 1903. [14676]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

## THE Steamship

"GLEN GARRY,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.  
MCGREGOR BROS. & GOW.  
Hongkong, 7th December, 1903. [14706]

## THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"  
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.  
Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,  
General Agent.  
Hongkong, 8th December, 1903. [12666]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

## NOTICE TO CONSIGNEES.

## THE Steamship

"KIAUTSCHOU,"  
of the HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 17th December, at 9.30 A.M.

All Claims must reach us before the 22nd December, 1903, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.  
Hongkong, 10th December, 1903. [15716]

## TOYO KISEN KAISHA.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

"AMERICA MARU"  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by MONDAY, the 14th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON,  
Acting Agent.  
Hongkong, 10th December, 1903. [14746]

## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

BASTMAN'S KODAKS AND FILMS.  
Sole Agents for "OMEGA" "WATCHES" "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.  
40, QUEEN'S ROAD, Watson's Building.

## DENTISTRY.

SUI-SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 24, Cross Street, Central.  
Hongkong, 9th February, 1904. [126]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper, with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts..... 5 per cent.

6 "..... 10 "

12 "..... 25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 12th Dec., at Daylight.
TOSA MARU.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	TUESDAY, 15th Dec., at 4 P.M.
HAKATA MARU.....	KOBE AND YOKOHAMA	FRIDAY, 18th Dec., at Daylight.
KAOSHIMA MARU.....	MOJI, KOBE AND YOKOHAMA	FRIDAY, 25th Dec., at Noon.
BINGO MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 26th Dec., at Daylight.
HIROSHIMA MARU.....	COLOMBO, VIA SINGAPORE AND	TUESDAY, 29th Dec., at Noon.
KAGA MARU.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	TUESDAY, 29th Dec., at 4 P.M.
KASUGA MARU.....	NAGASAKI, KOBE AND YOKOHAMA	WEDNESDAY, 30th Dec., at Noon.
YAWATA MARU.....	SYDNEY AND MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	WEDNESDAY, 30th Dec., at 4 P.M.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class, Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 10th December, 1903.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 15th December, 1903, at 1 P.M., the Company's Steamship "ARMAND BEHIC," Captain Flaminio, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Nera* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 14th instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th December, 1903. [10046]

## THE

## ROBINSON

## PIANO

Co., Ltd.

## NOTE.

ENTIRELY NEW STOCK

ARRIVING.

SPECIALLY AND MOST CAREFULLY

CHOSEN BY OUR

MR. ROBINSON,

NOW IN EUROPE.

## GREAT REDUCTIONS

in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



## THE APOLLO

## MASTER PIANO

## PLAYER

THE BEST OF ALL.

THREE STYLES.

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Cedersjorn) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mrs. Patti says that "the Apollo never has given her the slightest trouble, and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [1116]



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

IMPORTERS OF HIGH-CLASS  
**SHERRY.**

B. SUPERIOR PALE DRY, Dinner  
Wine, Green Seal Capsule ... \$12.00  
C. MANZANILLA, PALE NA-  
TURAL SHERRY, White  
Capsule ... 13.50

CC. SUPERIOR OLD PALE  
DRY, NATURAL SHERRY,  
Red Seal Capsule ... 16.00

D. VERY SUPERIOR OLD PALE  
DRY, Choice Old Wine, White  
Seal Capsule ... 18.00

E. EXTRA SUPERIOR OLD  
PALE DRY, Very Finest Quality  
(old bottled), Black Seal Capsule 27.00

B, C, and CC are excellent Dinner Wines,  
D and E are After-Dinner Wines of a  
very superior vintage. All are guaranteed  
pure Xeres Wines.

Samples bottles and smaller quantities  
will be supplied at proportionate wholesale  
rates.

We only guarantee our Wines and Spirits  
to be genuine when bought direct from us in  
the Colony or from our authorised Agents  
at the Coast Ports.

**A. S. WATSON & Co.,**  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 25.  
CABLE ADDRESS: "ACHEE," HONGKONG  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣

TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. PRICE & Co.)

**XMAS & NEW YEAR CARDS.**

**FURNITURE  
DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC  
DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903. [28d]

**CARMICHAEL AND  
CLARKE,**

CONSULTING ENGINEERS AND

SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355d]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## NOTICE.

All communications intended for publication in  
the HONGKONG TELEGRAPH should be  
addressed to the Editor, 1, The House Road,  
and should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed to  
The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

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The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is  
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The postage on the weekly issue to any part of the  
world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

**The Hongkong Telegraph**

HONGKONG, FRIDAY, DECEMBER 11, 1903.

## LOCAL AND GENERAL.

THE British cruiser *Thetis* left for Manila  
to-day.

SEÑOR Maura has been selected by the King  
as the new Premier of Spain and he will attempt  
to reorganise the ministry.

It is said that His Majesty the King has  
approved the engagement of Prince Alexander  
of Teck to Princess Alice of Albany.

SIR Conan Doyle has consented to contest  
Hawick Burghs at the next election as Unionist  
in opposition to Mr. Thomas Shaw, M.P.

At Penang, reports are current of a large tin  
mine in Selangor possibly coming to grief, in  
addition to others similarly situated there.

YUAN Shih-kai, the Viceroy of Chi-li, has been  
designated by Imperial edict as the com-  
mander-in-chief of the army and navy of  
China.

A GANG of masked robbers have looted the  
bank at Randfontein in British South Africa  
and made good their escape with £3,000. The  
police are in pursuit.

THE National Diet has met in Tokio. It is  
anticipated that definite information of the  
status of the negotiations between Japan and  
Russia will be given out.

AN O. A. Lloyd wire states that it is reported  
from Paris that the first sixty million francs  
of the large new Russian loan will be floated  
within the next few days.

THE United States Minister is conferring with  
the Emperor of Korea in an effort to obtain his  
consent to make Wiju an open port. Thus far  
the matter is undetermined.

It is quite evident there are many spurious  
new dollars current in Singapore at the present  
moment. We (*Straits Times*) were shown one  
whose falseness the average man could only  
detect by the ring. In other respects it was a  
credit to the counterfeiter.

DURING the voyage of the German mail  
steamer *Hamburg* from Hongkong to Singa-  
pore, she fell in with an American four-masted  
ship, and owing to the strong monsoon blowing  
the sailing vessel was able to keep up with the  
mail steamer for more than two days.

A FEW days ago the preliminary trial took  
place of the Nippon Yusen Kaisha's new  
Australian liner *Nikkomaru*, the construction  
of which has just been completed by the Mitsui  
Bishi firm at Nagasaki. The new vessel  
attained a speed of seventeen knots. Her  
official trial trip will be made in a few days.

At the conclusion of Monday's sitting in the  
Supreme case the Assessor remarked that he was  
awaiting instructions from the Chinese  
authorities and in the event of those not coming  
to hand within a reasonable period, it would be  
the duty of the Court to dismiss the case. Two  
of the accused would be released in the mean-  
while, as soon as the order was drawn up.  
When the Mixed Court adjourned that morning  
two letters written in Chinese characters were  
handed the magistrates. They were not read  
and were thrown back to those who presented  
them.—*Shanghai Mercury*.

By kind permission of Major Radcliffe and  
Officers of the Band of the 93rd Burma Infantry  
will play at the Hongkong Hotel to-morrow,  
(Saturday) from 8 to 9.30 p.m.

BAND PROGRAMME.  
March—"The Roll of the Drum" ... Mc Elroy  
Overture—"Heaven and Abroad" ... Williams  
Selection—"San Toy" ... Sidney Jones  
Dance—"Hungarian" ... Brahms  
Selection—"A Greek Slave" ... Monckton  
Valse—"Our Last" ... Lamotte  
Cake Walk—"Jolly Negroes" ... Berger  
God save the King.

A SPECIAL cablegram to the *Times* of India  
dated Sydney, November 23rd, says:—The  
match between Warner's team and New South  
Wales was concluded at 2.30 p.m. to-day, the  
Englishmen winning easily. The colonials'  
first innings had realised 108, and the English  
team responded with 319, leaving the former  
211 to get to avoid an innings' defeat. New  
South Wales could only run up 20, thus losing  
by an innings and 10 runs. For Warner's  
team, the bowling analysis in New South  
Wales's second innings was:—Brand, 2 wickets  
for 13 runs; Bosanquet, 4 wickets for 60 runs;  
Hirst, 1 wicket for 35 runs; and Arnold, 2  
wickets for 62 runs.

THE Salvation Army is organising a Canadian  
emigration scheme, and hopes to send out  
about a thousand persons next May.

CHINESE property owners in Selangor are  
said to have been badly hit by the recent de-  
pression of the tin market. They are resorting  
to mortgages on all sides.

The idea of having a Penang Chinaman as  
unofficial member of the Legislative Council is  
troubling out by the *Straits Echo*, which seeks a  
public discussion of the subject.

It is rumoured that the Hon. W. J. Napier  
will lead for the plaintiff, in a libel suit against  
the *Penang Gazette* which will shortly come  
before the Supreme Court there.

"PEARY plans to lift the Pole," is the heading  
in an American paper. Another phase of Yan-  
kee expansionism, no doubt; Peary's Pole will  
come in under the flag nicely to counteract the  
heat of Panama.

SUPR. Melville, who for some years has had  
charge of the special department of Scotland  
Yard which deals with the safety of crowned  
heads during their visits to England, has re-  
signed his position.

SIR West Ridgeway, in laying down the reins  
of office in Ceylon, has left Sir Henry Blake, a  
legacy in the shape of a review of the adminis-  
tration of the affairs of the island from 1896-  
1903, with notes on its general policy.

In the collection of precious stones secured on  
loan to be sent to the St. Louis Exhibition are  
several very valuable Ceylon gems, the most  
interesting of which is a yellow sapphire set in  
a Ratanapora gem merchant and valued at Rs.  
40,000. Neither D. F. de Silva's big blue sap-  
phire nor Macan Marikar's 200 carat cat's-eye  
will be sent as they are considered to be too  
valuable.

THE Russian General Ragdasovitch has offered  
the sum of \$15,000 to purchase the relics of  
St. Nicholas, which are worshipped throughout  
Russia. They are now the property of the  
famous cathedral at Bari, Italy, which was  
visited by the Czar in 1892. The authenticity  
of the relics is disputed, Venice claiming to  
have the bones of St. Nicholas. The Russians,  
however, believe the relics at Bari to be  
genuine.

MORE than forty years have passed since the  
first team of English cricketers went out to  
Australia. One of its members, William Caffyn  
(Surrey), is still in the land of the living, and  
a couple of years ago he published his reminis-  
cences under the title of "Seventy-One, Not  
Out." The bringing out of the first "All Eng-  
land Eleven" to Australia in 1861 was a private  
speculation on the part of Messrs. Spiers and  
Pond, who were then the proprietors of a  
popular restaurant in the main thoroughfare of  
Melbourne, and had drawn certain shrewd  
deductions from the crowds they saw on the  
local cricket grounds.

A WELL-KNOWN Russian traveller who has just  
arrived in London from the Far East, by way  
of Canada, tells the correspondent of a home  
paper that an erroneous idea seems to be  
entertained there as to the progress of the  
Siberian railroad. Over fourteen hundred  
miles of line have yet to be constructed, and  
there are several breaks presenting such  
enormous engineering difficulties that it will  
take years to link them up. Moreover, he  
adds, it is evident to an expert that, owing to  
the severity of the climate and the amateur way  
in which the work has been done, much of the  
line in Central Siberia will have to be entirely  
re-laid.

"RITA" is poking her pen into the "smart"  
set, and recently in the *Gentlewoman* she  
criticises the language heard at restaurants, in  
the stalls of the theatres, the grand stands of  
race-courses, and the fashionable women's  
clubs. She has picked up a small vocabulary of  
"smart" slang. "Two-est" means "dearest,"  
and "dislike" is "disgusting." A Royal person-  
age is called a "man-man," with, no doubt,  
a glance at Mr. Shaw's superman. Things that  
are expensive are "expie," a teagown is a  
"teagle," and the meaning of a "nightie"  
scarcely needs the explanation. But "Rita"  
shrinks from the interpretation of "undies"  
and "cossies," placing opposite only a mark of  
interrogation.

A CHANGSHA, capital of Hunan province, dis-  
patch received at Shanghai states that an effort  
is to be made by malcontents of that province  
to restore the Ming, or last Chinese dynasty  
previous to the present Manchou one, which  
ousted it during the seventeenth century, and  
that a secret society has been formed called the  
Kuangfu Hui, or Society for the Restoration of  
the Light; that is to say, the members wish the  
Ming, or Brilliant Dynasty, to be restored.  
Already the society has a membership of nearly  
two thousand, although only a couple of months  
old, so disgusted are the p-ople in many of the  
provinces at the weakness and procrastinating  
policy of the Manchus. The chief of the  
society is a man of the surname of Chu—the  
surname of the Ming dynasty Imperial House  
—and he claims to be a lineal descendant of the  
Emperors whose dynasty he wishes to restore.  
It is further alleged that unlike many other  
existing secret societies in the Empire, the  
majority of the members of the new society are  
well off and educated men. There is also a  
report that several leaders of the Kuangfu  
rebel, who have been investing the Imperial  
claims of the Chief of the Kuangfu Hui, are  
satisfied that he is what he claims and are pre-  
paring to cross over into the Hunan borders to  
his assistance. This, it is believed, will greatly  
complicate the crisis in the South.

H. M. BATTLESHIP *Vengeance* arrived from  
Kobe this morning.

THE fact that so large a part of lower Siam is  
flooded with water to an unusual depth, does  
not seem as a rule to have damaged the paddy  
crop. It has kept pace in growing with the  
rise of the water, and the result should be an  
unusually good crop. It is very possible,  
however, that the flood will be unusually late  
in falling, and in that case the difficulty already  
experienced in rearing and drying the ears  
will be general. The depth of the flood is said  
to be two feet greater than the record of 1893.  
Many buffaloes are dying because for some  
time now there has been no place for them to  
stay that is not under water. Over large tracts  
of the country the people are having to live as  
near the roofs of their houses as possible and  
life is far from comfortable in such cases. A  
number of people have been buried on the  
railway embankment, as being the only place  
available along the line at present.

THE *Saigon Opinion* gives details of a circular  
just issued by the Government there to the  
effect that all officials who smoke opium to the  
extent of "weakening" their minds will be sent  
back to France. People in France are sym-  
pathetic, and think this hard, but the  
*Opinion* points out that opium-smoking officials  
are utterly useless. The drug, our con-  
temporaries inform us, renders them listless and  
heedless, and deprives them of all sense of  
time. In view of this exposure, says the  
*Saigon Times*, our local reformers may well  
demand why some similar circular is not  
forthwith issued by the Government of these  
Settlements. Can it be that our local revenues  
depend to such an extent upon the income  
derived from the Opium Farm that the high  
officials fear to protect themselves and their  
subordinates from the dominance of "dope,"  
lest they thereby offend the Farmer?

THE Admiralty have directed three new  
armoured cruisers of the first-class to be built  
for the Royal Navy by contract, to bear the  
names of *Achilles*, *Cochrane* and *Natal*.  
They have been designed by Mr. P. Watts,  
Director of Naval Construction, and will have  
a length of 480 ft., and a displacement of 15,500  
tons. The engines will show a capacity 23,500  
h.p., to give a speed of 22.3 knots. The  
*Achilles* will be built at Newcastle, by Messrs.  
Armstrong, Whitworth and Co., the *Cochrane*  
at Govan (N.B.), by the Fairfield Shipbuilding  
Company; and the *Natal* at Barrow-in-Furness,  
by Messrs. Vickers, Sons, and Maxim. Each  
ship is to mount six 9.2 in. and ten 6 in.  
breechloading guns, and twenty-eight quick-  
firing. Four new 25-knot Scouts are also to be  
built for the Royal Navy, and are to be named  
the *Alertness*, *Foresight*, *Patrol*, and *Skirmisher*.  
They will each be equipped with ten  
12-pounder quickfiring guns. The *Alertness*  
will be built at Newcastle, the *Foresight* at  
Govan, the *Patrol* at Birkenhead, and the  
*Skirmisher* at Barrow-in-Furness.

## THE CLAIM FOR \$40,000.

## CASE FOR THE DEFENCE.

The further hearing of the case in which  
Tso Cheung Shi, a widow, residing at 162  
Queen's Road West, suing as executrix of  
Tsoi Heung Po, deceased, is proceeding  
against To Shing, a trader, of 22 Peel Street,  
to recover the sum of \$28,000 money received,  
and \$12,000 damages, was proceeded with  
before the Chief Justice (Sir W. M. Goodman)  
at the Supreme Court this morning.

The Hon. H. E. Pollock, K.C., instructed by  
Mr. F. B. L. Bowley, of Messrs. Dennys and  
Dowley, appeared for the plaintiff, and Mr. M.  
W. Slade, instructed by Mr. C. A. H. Beavis,  
of Messrs. Wilkinson and Grist, represented  
the defendant.

In placing his case before the Court, Mr.  
Slade said he thought the defence was fairly  
and fully set up in the pleadings. Plaintiff  
claimed under an agreement with the defend-  
ant, and the main defence was that, although  
the document was in Tsoi Heung Po's own  
name, yet it was not made by him on his own  
behalf, but as a partner, trustee, or agent in  
Piry and Company. The matter, however, was  
very clearly set out in the statement of defence,  
the third paragraph of which stated:—The  
defendant says that some time in January 1901,  
one Henry Piry, a member of the firm of H.  
Piry and Company, in which firm Tsoi Heung  
Po deceased, the said Chan Yuk Shang and one  
Tse Ching Po were also partners, ordered the  
defendant to build two steamships for the said  
firm at the prices of about \$38,000 and \$30,000,  
respectively, and directed the defendant to settle  
all details with the said Chan Yuk Shang.

(4)—The defendant accordingly prepared spec-  
ifications for the two ships whereby he offered  
to complete the work set forth in the said spec-  
ifications in nine and eight months from the  
respective dates of the said specifications for  
payment of the sums of \$48,000 and \$30,000  
respectively, and the said specifications were  
finally agreed to by the said firm of H. Piry and  
Company on or about the 10th February and the  
27th April, 1901, respectively. (5)—Shortly  
after the first of the said specifications was  
agreed to, the defendant commenced to build  
the said steamships and was paid in various  
sums and at various times between the  
27th February and the 5th October, 1901,  
by the said firm and out of the monies of the  
said firm the sum of \$51,410 in respect of the  
work done on the said steamships. The  
defendant denies that the said sums were all  
received by him from the said Chan Yuk Shang  
as alleged in the statement of claim. (6)—The  
defendant denies that in any of the transactions  
in the statement of claim mentioned the said  
Chan Yuk Shang was acting as agent for the  
said Tsoi Heung Po except in so far as the  
said Chan Yuk Shang was agent for the said  
firm of H. Piry and Company. (7)—In the

beginning of the month of October 1901, the  
payments due from the said firm for work  
done on the said steamships were much in  
arrear and the defendant was informed by  
the said Chan Yuk Shang that the said Tsoi  
Heung Po deceased had agreed to advance to  
the said firm the money necessary to complete  
the said steamships if a formal agreement to  
build the said launches were entered into by  
the defendant, and the defendant thereupon  
agreed to enter into such a formal agreement  
with the said Tsoi Heung Po deceased. Com-  
menting on the last paragraph, Mr. Slade said  
it appeared in the evidence that, although they  
commenced to build the launches in February  
and April, there was no written agreement at  
all, the only specifications being drawn up by  
the builder and not signed by any of the  
parties. It was then arranged that a formal  
agreement should be entered into, and Tsoi  
Heung Po thereupon agreed to advance the  
money necessary to complete the steamships.  
Proceeding, to read from the statement of  
defence: (8)—The defendant accordingly exe-  
cuted the agreement set out in paragraph 7 of  
the statement of claim, but says he did not  
understand the meaning of the recitals in the  
said agreement or that he was making an  
agreement with the said Tsoi Heung Po per-  
sonally, and was informed by the said Tsoi  
Heung Po deceased that the said agree-  
ment was a mere matter of form. Mr.  
Slade said his Lordship would hear what To  
Shing had to say about that, having already  
heard how much interpretation to the agree-  
ment To Shing had had. From what had been  
stated it appeared the draft was never read over  
to him, and when the agreement was drawn up  
and completed it was then read over once.  
"How many Englishmen," asked Counsel,  
"could understand an English legal document  
read over to them once? I believe it is almost  
impossible for a man, not a lawyer, to follow  
the meaning and the effect of a legal document  
read over once to him." To Shing would say  
that no draft of the agreement was handed to  
him to settle, and as far as the recitals were  
concerned he did not know really what their  
meaning was. (Reading) (9)—The said Chan  
Yuk Shang and the said Tsoi Heung Po  
deceased had no authority from the said firm  
of H. Piry and Company to transfer the owner-  
ship of the said steamship from the said firm to  
the said Tsoi Heung Po deceased. Counsel said  
he was prepared to prove that and should prove  
it. The whole matter depended upon the  
validity of the agreement, and its binding  
effect depended entirely upon the authority  
to Chan Yuk Shang to transfer the steamer to  
his partner, Tse Ching Po. If he had  
no authority then Tse Ching Po had not  
title. (Reading) (10)—In the alternative  
the defendant says that if the legal owner-  
ship was transferred by the said agreement to  
the said Tsoi Heung Po, who had the defendant  
denies, the said ownership was transferred by  
way of mortgage only for the sums to be ad-  
vanced by the said Tsoi Heung Po deceased  
for the completion of the said steamships and  
that the said Tsoi Heung Po deceased received  
far more than the amount advanced by him by  
the sale of one of the said steamships for the  
sum of \$66,400 as hereinafter mentioned.  
Proceeding, Counsel said the arrangement  
made by the firm with Tsoi Heung Po was that  
he should advance the monies necessary for  
the completion of the steamships and  
should have a mortgage upon the vessels  
as security for the repayment of those sums.  
But he went behind the backs of the parties,  
and took the agreement in his own name as  
being the owner of the vessels. It was ad-  
mitted by Piry and Co. that they knew of the  
agreement a very few days after it had been  
put through, but they did not imagine that Tsoi  
Heung Po would play them false.

His Lordship pointed out that the difficulty  
to be overcome by Mr. Slade was that the  
action was not between Piry and Tsoi  
Heung Po, although, as between the  
two, he might argue one was acting as  
principal for the work and held the ship in  
trust for the firm. But the action was between  
the representative of the deceased man and  
the shipbuilder making an agreement with him.

Mr. Slade maintained it was not a question  
of claim, but one of property, and he intended  
proving that the vessel belonged to Piry and  
Co. and never became the property of Tsoi  
Heung Po, who was agent for the firm.

A lengthy legal argument then ensued re-  
garding the point, Mr. Slade maintaining that  
an undisclosed principal as soon as he dis-  
closed himself could sue and enforce his rights.  
The Hon. Pollock denied that the launches  
were, in any sense, the property of Piry and  
Co., and even though agreements could prove  
up to the hilt that they were it was no defence  
to the action as defendant was bound to carry  
out the contract.

Mr. Slade then proceeded to deal with the  
facts of the case. He said that in the beginning  
of 1901, Mr. Henry Piry was trading on his own  
account in Hongkong, as Piry and Company,  
but it was impossible for any evidence to be  
adduced showing whether he had any partners  
with him or not. It was believed he had not.  
During the close of 1900 he obtained from the  
French Government in Indo-China, the monopoly  
of supplying salt and sulphur in Kwanchow-  
wan, one of the territories leased by the Chinese  
Government to the French for a period of  
99 years. He had also applied for, and re-  
ceived an intimation that his tender had been  
accepted, for the two opium farms of Kwanchow-  
wan, one for the retailing of opium, which  
had been granted to him for one year from a  
date early in February, and the other for six  
years from the same date. Previously he had  
been engaged in a shipping business—shipping  
goods from Hongkong in launches and junks  
flying the French flag. The junks were regis-  
tered as French vessels and he used them  
for carrying goods to Canton and elsewhere  
in China. Upon obtaining the opium farms  
he desired to increase his capital in order  
that his operations might be extended, for

he had a fair chance of doing an extremely  
good and profitable business with an un-  
limited capital. Accordingly he took three  
Chinese into partnership. They had pre-  
viously worked with him, having been part-  
ners in the shipping business subsequently.  
Mr. Henry Piry ordered the two small steam-  
ships—for they were much larger than launches  
—to be built for the firm for the express pur-  
pose of carrying opium from Hongkong to  
Kwanhouwan. The vessels were of shallow  
draught, with no hurricane deck, and capable  
of plying upon the open sea. Mr. Piry  
then went to Kwanchowwan; leaving in-  
structions with two of his partners and,  
in July, Mr. S. D. Piry came to Hongkong from  
Shanghai where he had been engaged as private  
secretary to the then Commissioner for  
Foreign Affairs or Commerce, who had been the  
taotai, and who was Tsoi H. ung Po's brother.  
Upon arriving in Hongkong, Mr. Piry sug-  
gested it was unsatisfactory going on with the  
launches with any written agreement be-  
tween the partners, so that one was subsequently  
drawn up and signed, while proper balance  
sheets and a report on the business were pre-  
pared. Among the assets of the shipping  
company the two steamers in course of  
construction, for which advances had been  
made amounting to \$50,000, were men-  
tioned, thus showing that they were owned by  
the firm. Later on, it was found the firm  
had undertaken more work than could be ac-  
complished with their capital, and in order to  
raise additional funds it became necessary to  
mortgage one of the steamers. Accordingly, a  
mortgage for \$15,000 was effected upon the  
larger of the two ships with the firm of Ming  
Tak. Of this sum, \$5,000 was used for paying  
the builder of the ships, and the remainder was  
used, as far as could be traced, for the gen-  
eral purposes of Piry and Co.'s business. But  
they continued to be pressed for money, and  
the partners were urged to put more capital  
into the concern to enable it to be carried on.  
About this time it appears they had consid-  
erable trouble with Chan Yuk Shang. Some-  
time in August or September he removed  
all the books of the firm—including a partner-  
ship deed and Mr. Henry Piry's copy of the  
present memorandum—out of the office.  
Mr. Henry Piry then revoked Chua Yuk  
Shang's power of attorney, and told him he  
would not have him as manager of the firm  
any longer. Before that revocation, however,  
Chan Yuk Shang, on the 3rd September, 1901,  
had written to To Shing telling him to transfer  
the vessels out of his own name into the name  
of Piry and Co., in the books of the Harbour  
Office. Counsel then proceeded to deal with  
the further facts of the case, and after the  
adjournment dealt at great length on the legal  
aspect of the question involved.

The case was again adjourned.

## CRICKET.

The following is the League table up to  
date:—

Club.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C. ....	6	5	1	0	15
Civil Service ...	4	3	0	1	10
R. E. ....	4	2	2	0	6
Craigengower ...	5	1	2	2	5
R. A. M. C. ....	4	1	2	1	4
"Tamar" ....	3	1	2	0	3
H. K. C. C. "A" ...	2	0	2	0	0
Parsees ....	2	0	2	0	0

A League match will take place to-morrow,  
12th inst., between the Craigengower Eleven  
and the Parsee team.

The match will be played at 2.15 p.m. on the  
ground of the former Club which will be re-  
presented by—R. Basa, A. O. Brawn, J. D.  
Kinaird, J. L. Stuart, E. Ford, R. Pestonji,  
V. H. Hartam, R. Houghton, L. A. Rose, F.  
Rapp and J. Craik. The other league matches  
will be H. K. C. C. "A." v. Civil Service.  
R. E. v. H.M.S. "Tamar."

The following will play for the Parsees:—R.  
B. Cooper, J. A. Chinnoy, K. D. Mistry, J. M.  
Master, B. K. Mehta, J. N. Mehta, D. R.  
Captain, J. D. Noria, J. H. Ruttonji, M. D.  
Vania, and N. Bejonjee.

## FOOTBALL.

To-morrow afternoon, on the Happy Valley  
the Hongkong Football Club will play H.M.S.  
*Amphitrite*. Kick-off at four o'clock. The  
following will play for the Club:—F. H. Kew,  
goal; H. C. Austen and E. F. Ancott, backs;  
H. C. Gray, G. P. Macdonald and J. M. For-  
rester, halves; W. H. Williams, W. A. Brent,  
C. R. S. Cooper, R. A. Whitmore and J. W.  
Danby, forwards.



## TELEGRAMS.

## THE CRISIS.

## DISSOLUTION OF THE DIET.

A telegram has been received in the Colony to the effect that the Japanese National Diet, which assembled at Tokio, yesterday, has been dissolved.

In this connection, it is interesting to read what an Osaka journal wrote, in a somewhat prophetic strain, quite recently. The *Asahi* says that Kim Giok-kin, a Korean refugee, was stabbed to death at Chofoo a short time prior to the declaration of war against China, and the Diet was dissolved. The war followed these events. Now U Han-zen has been assassinated and if the coming session of the Diet should be dissolved there will be a repetition of the course of events of a few years ago.

(Reuter's.)

## Russia and Japan—Peaceful Prospects.

LONDON, 9th December. The rumours impending the Russo-Japanese settlement are daily becoming more persistent and precise. The Associated Press of New York publishes a circumstantial telegram from St. Petersburg stating that, as a result of the Tsar's action, Russia's reply makes only minor modifications of Japan's proposals which, if accepted, Russia will acknowledge Japan's right to a protectorate of Korea while making reservations regarding naval stations and fortifications threatening the sea communications of Port Arthur and Vladivostok. Russian concessions for freedom of trade in Korea will be guaranteed and the question of the evacuation of Manchuria left in abeyance.

LATER.

## British North Borneo.

Sir Charles Jessel presided at the North Borneo dinner in London. A distinguished company was present. Mr. Cowie welcomed Chinese immigration to Borneo and defended the policy of railway extension which had already stimulated industry to a remarkable extent. He ridiculed the assertion that the North Borneo Company was anxious to tempt Great Britain to buy the colony and hoped shortly to announce that arrangements had been made to work coal, iron and manganese on a large scale.

## The Italian Budget.

The Italian Budget statement is likely to show an extremely favourable state of the country's finances and a surplus of six million lire is anticipated.

## Turkey and Bulgaria.

It is reported in Constantinople that Bulgarian bands have crossed the frontier at Adrianople near Dervishope and attacked the Turkish forts. They were repulsed with loss.

(Kobe Chronicle.)

## The Late Bishop Anzer.

BERLIN, Nov. 30th.

The reports that the sudden death of Dr. Anzer, Bishop of Shantung, was caused by the unfavourable reception accorded him by the Pope are declared to be absurd.

On the contrary, the Bishop was most cordially received both by the Pope, the Papal Secretary, and the chief of the Propaganda. The appointment of a Bishop to succeed Dr. Anzer at Shantung is regarded as a difficult matter.

## HUGE GRAVING DOCK

FOR COLOMBO.

It is reported that initial steps are being taken towards the construction of a huge graving dock for cleaning and repairing the largest merchant and war ships ever likely to visit Colombo; indeed, it is claimed that the dock, when completed, will be the finest and largest in Asia, hardly too much to say that it will challenge comparison with any of the dry docks available for the use of his Majesty's navy. Sir West compared it to an advantage with those at Hongkong, Singapore and Bombay. But of course the new works at Bombay will again eclipse that, notwithstanding that all Colombo's modern works have been generously conceived and promptly and energetically carried out.

## A STEAMER DIRECTOR AND BRITISH SHIPPING.

AN APPEAL FOR PROTECTION.

Mr. Anderson, one of the directors of the Orient Steam Navigation Company, presided on the 5th Nov. at an electioneering meeting at Aldenburgh in favour of the candidature of Mr. Preyman, the newly-appointed Financial Secretary to the Admiralty. Speaking on the occasion, Mr. Anderson mentioned that Professor Fawcett, the economist, had told him that he did not regard free-trade as a fetish, and that he favoured hitting back if hit, and if hitting back could be done without harming ourselves. Applying this argument to British shipping, Mr. Anderson remarked that all flags participated in our coastal trade, but America and Russia both excluded us from theirs. The United States even went so far as to interpret such exclusion as covering the Atlantic and Pacific seaboard, from New York to San Francisco. Great Britain, continued Mr. Anderson, ought to put herself in a position to declare that a voyage from London to Melbourne or Hongkong was a coastal voyage in order to secure fair terms from competitors who excluded us.

## MACAO NOTES.

(From Our Correspondent.)

MACAO, 10th December. NEW SCHOOL FOR GIRLS. The College of Santa Rosa de Lima for girls, under the charge of the Society of the Missionaries of Maria, was opened on the 1st inst. About a fortnight before there arrived from Europe for the school some Sisters of this Order; two of whom were Portuguese, two Italians, one French and one English. The inaugural ceremony was presided over by the Bishop, who delivered an excellent speech. His Excellency the Governor also spoke and was followed by Mr. A. J. Basto, as president of the Association for the Promotion of Education of the Macanenses. He congratulated His Lordship upon the inauguration of the school for girls, and, proceeding with the speech, he dwelt on the influence of women in society. The speaker said that as school makes the man, and man society, His Lordship had done well, at the commencement of his government, in reconstructing, so to speak, the basis of the future social condition of Macao, by educating the weaker sex. He thanked His Lordship for the important improvement that had been introduced into the colony and welcomed the Sisters into whose charge he gave over one of his daughters to be brought up as a boarder.

## DEPARTURE OF THE GOVERNOR.

The Governor leaves to-morrow with all his family for Lisbon, the government being taken over by the Administrative Council, of whom the Bishop is the president; the other members are the judge, a military officer and the colonial secretary who, in his acting capacity, has, however, no vote. The acting colonial secretaryship will be assumed by the crown advocate.

## THE PORTUGUESE MINISTER.

Senhor José d'Azevedo Castello Branco, Portuguese Minister Plenipotentiary for China and Siam, is expected here next week.

## CHRITABLE BAZAAR.

On the 26th and 27th inst. a grand bazaar will be held in aid of the orphans and destitutes under the care of the Canossian Sisters of Charity, Mr. A. Basto, Jr., hon. secretary to the committee, initiated this charitable fête. Associated with the committee are the leading ladies and gentlemen in the colony.

## CANTON NOTES.

(From Our Own Correspondent.)

CANTON, 10th December. IMPROVEMENTS IN CANTON. We are to have something new in Canton. For some time the officials have been discussing the advantages of having the different yamcans connected more closely than at present. The result is that in a short time all the principal yamcans will be connected by telephone. Many of the poles are already up and the work is being pushed forward. The yamcans will be a decided advantage to the officials.

## THE VICEROY.

Some days ago I reported the Viceroy as fully recovered from his late illness. Perhaps this is stating the matter rather too strongly. The Viceroy is reported much better and able to attend to considerable business, but he is not yet robust. In fact it is said that his health is considerably impaired. Yesterday he paid several friendly visits to some of his friends in the city.

## THE RAILWAY.

Work is soon to begin on the main line of the Hankow-Canton railway. The terminus of this line will be across the river from the Fat-shan end. Some of the Kowloon ferries have been brought up and may be used here. The *Guiding Star* has been lying off Shameen for some days.

## ROPE FOR THE ORIENT.

Mr. H. B. Miller, U. S. Consul-General at Newchwang, believes he has discovered an opening for a very large trade in American rope. He thinks that the superior quality and longer life of the American article will appeal to the Chinese, and he asks the American manufacturers to send him samples and prices. He says if this is done he will call the attention of Chinese shippers to the desirability of buying the American article.

Mr. Miller says that there were 20,000 Chinese junks registered at Newchwang last year. This is only a very small percentage of the number in China. In this section all of these junks use sails made of American cotton goods. An effort is being made to furnish the rope for them from the United States. The rope used thus far was made from hemp raised in Manchuria. It is badly made, is quite inferior and does not wear well—usually one season.

The sea-going junks use great quantities of rope, especially of large sizes, instead of anchor chains. This is made from some of the palms raised in Southern China, and the manufacturing of the rope is done also in the South by the men who navigate the boats. Inquiries there as to the cost of it will show the possibilities of competition for that trade. The fact that considerable quantities of American rope are being ordered for Manchuria—some for Chinese junks—indicates the possibilities of trade in this line. If sales can be established throughout North China they may grow to wonderful proportions, for the amounts used and the number of boats are surprisingly large.

Manila ropes have been tried in this climate, but the extreme dryness of the air during the fall, winter and spring, covering so long a period, shrinks and breaks the fiber, and makes it worthless. Gunboats going into winter quarters here have found all of their ropes worthless in the spring and unable to bear any strain. The sea-going junks use the large rope made of a species of palm, and the junk men take these ropes and work them over every two years.

The river junks here use hemp ropes varying in size from one-fourth of an inch to one inch in diameter. The price is 23 cents Mexican (9.6 cents) per catty (1.13 pounds). They also use a jute rope, mostly 1 1/2 inches in diameter, for their anchor rope; this sells for 11 cents Mexican (5.4 cents) per catty.

## MONGOLIAN IMMIGRATION.

The twenty-third annual convention of the American Federation of Labour, which was opened in Boston city on the 9th ult., and which was to continue probably for at least fourteen days, got into working order before an adjournment was taken late the same afternoon. President Samuel Gompers delivered his annual address to the delegates, and Secretary Frank Morrison and Treasurer John B. Lennon presented their annual statements. About 450 delegates were present when the session was called to order.

Discussing "Mongolian Immigration," President Gompers said:

Efforts have been made to make it appear that Chinese are necessary to the industry of the American possessions. That this claim is unfounded is demonstrated not only by the investigation made by the representative of the American Federation of Labour sent to Hawaii, China, Japan and the Philippines, but it is borne out by the estimates of native and American workmen to the effect that there are sufficient numbers of men to perform all the work and all the kinds of work which now or which may in the near future be required; that, as a matter of fact, in the Philippines there are more half-breed Chinamen than is good for either the industrial development of the islands or for the economic, social and political interests of the Philippine people. In Hawaii the Japanese have invaded every industry and calling and here as well as in several sections of the mainland of the United States have become and are a growing menace to the well-being of our people. From every section comes the complaint and the warning that unrestricted Japanese immigration is as grave a danger to-day as was at any time in our history the unrestricted immigration of Chinese. The convention should emphatically declare its position upon the immigration question, not only from continental Europe, but from China and Japan, into the mainland and the insular possessions of the United States. I would recommend that the appointment of a special committee be authorized early in our session to hold meetings, during our convention and report thereto fully before its close.

## CONDITIONS IN PHILIPPINES.

From the reports which reach us of the labour conditions in the Philippines and our own knowledge of the Chinese in our own and other countries, we have the right to and will dissent from Governor Taft's suggestion that any Chinese be admitted to the islands under any conditions. We cannot, however, but commend the very enlightened view he takes in his opposition to the general admission of Chinese, and also to the views he expresses on the labour movement.

Referring to anti-trust agitation, Gompers made the following remarks:

Attention has been called to the fact that under the guise of so-called anti-trust laws lay the hidden purpose to attack the organizations of labour. We are all familiar with the so-called Sherman anti-trust law, and we are also aware of the fact that under its provisions the only persons ever indicted were a number of workmen who sought to protect their interests against an opponent, and that under the pretense of its provisions and the so-called interstate commerce law the Federal courts have issued the many injunctions enjoining workmen from doing those things for which there is absolutely no prohibition in the laws, and the doing of which is in no wise at variance or in conflict with the constitution or any of the laws of our country. It is because we have detected in the various proposed bills ostensibly to restrict or govern the trusts and other corporations of capital the insidious purpose to attack the trade unions, which, by the way, have no semblance to the trusts, that we have urged in all measures of this character the following clause:

"Nothing herein shall be so construed as to apply to the organizations of wage earners having for their object the regulation of wages, hours and conditions of employment."

With one exception, this proposed clause has always disclosed the real purpose which the proposers had in introducing their so-called anti-trust bills both in the Federal Congress and State Legislatures; for whenever this exempting clause was submitted the proposers were unmasked and abandoned their bills. It is worse than folly to join in the hue and cry raised by our opponents and the fanatics for legislative demands ostensibly aimed at combinations of capital, but really directed against organizations of labour.

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

Quotations for the week close as follows:—  
Hongkong Banks ... \$675 5/64 10s.  
Union Insurance ... \$490 s.  
China Traders ... \$ 57 ex. div. s.  
Hongkong Fire ... \$310 sa. and s.  
China Firms ... \$ 90 s.  
H. C. & M. Steamboats ... \$ 32 1/2  
Indo-China ... \$ 75 s.  
Douglases ... \$ 30 s.  
Star Ferries (old) ... \$ 30 s.  
" (new) ... \$ 19 b.  
Shell Transports ... \$ 1 25 s.  
China Sugars ... \$ 105  
H'kong & Whampoa Docks \$205 s.  
H'kong & Kowloon Wharfs \$ 93 b.  
Farnhams ... \$ 117 1/2 b.  
Hongkong Land ... \$151 sa. and b.  
Hongkong Hotels ... \$148 b.  
Humphreys Estates ... \$ 11 sa.  
Hongkong Cottons ... \$ 15 b.  
Green Islands ... \$ 24 1/2 b.  
China Borneos ... \$ 8 sa.  
A. S. Watsons ... \$ 14 1/2 sa. and s.  
Hongkong Electric ... \$ 12 1/2 sa. and b.  
" (new) ... \$ 6 1/2 s.  
China Providents ... \$ 9 1/2  
Watkins ... \$ 7 1/2  
Powells ... \$ 9

Latest Shanghai advices (dated 7th inst.) report business done:—*Shanghai Tugs*, "Pref." at Tls. 47 1/2, *Indo-Chinas* at Tls. 55 for December, Tls. 53 1/2 for January and Tls. 54 for March. *Farnham, Boyds* at Tls. 123 1/2 (121/120 for December and Tls. 123 1/2 for March. *Laou-Kung-Mow* at Tls. 35. *Ewos* at Tls. 37 1/2. *Chinese Engineering and Mining Co.* at Tls. 380. *B. S. Maatschappij* at Tls. 306 1/2 cash, Tls. 305 3/4 for December, Tls. 310 for January and Tls. 325 3/4 for March. *Flours* at Tls. 82 1/2 c.n.i. *Hall and Holts* at \$33.

## SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 6th December.

The varied antagonistic interests of speculators, shown by shorts selling at cheaper rates for futures than are obtainable for cash, tend to stagnate the possibilities of our present market, and render it difficult to give a true gauge of actual values in the absence of cash transactions. During the week this speculative element has been rife and but little interest has been taken in spot shares. London sight is quoted to-day at 2/4. 13/16. Consols £89 1/2. The 3 days' rate for private bills is quoted from Hongkong 7 1/2.

*Wharves*.—A few cash Shanghai and Hongkong Wharf shares have changed hands at Tls. 212 1/2, Tls. 207 1/2 and Tls. 205. For December sales have been made at Tls. 212 1/2. For January Tls. 207 1/2 is reported. Kowloons have risen to \$90 in Hongkong.

*Shipping*.—Ships in Indos alone maintain the present values. For cash sales at Tls. 54 1/2, Tls. 56, Tls. 53 1/2, Tls. 56 are published. For December Tls. 55 1/2 has been freely given, but there are sellers to-day at the last rate. For March a big business has been freely given, but there are sellers to-day at the last rate. For March a big business has been done at Tls. 54 1/2, 55 1/2 and shares are still wanted. Shells have been sold at £1.33 for March. Tug and Lighters have changed hands at Tls. 47 1/2 for "preference." There has been nothing done in "ordinary" shares. Taku Tugs have been sold in the North at Tls. 36 and are offering.

*Docks*.—Farnham Boyds have been in steady demand at Tls. 126, Tls. 129, 128 for cash. For the annual settlement Tls. 126, Tls. 130, Tls. 128 1/2, 127 1/2 are reported. February at Tls. 127. March shares have been favoured at Tls. 127 1/2, Tls. 130, 131, 128, Tls. 129, Tls. 127, 128, April at Tls. 131. Hongkongs fell to \$204, but have since recovered in tone.

*Lands*.—Shanghai has changed ownership at Tls. 104 and are wanted. There is no change in Hongkongs. Humphreys are strong at \$11.

*Cottons*.—Ewos have been sold at Tls. 35. Internationals are in demand. For Laou-Kung-Mows there has been no inquiry.

*Sugars*.—Peraks continue dull. There have been sales effected in Hongkong of Chinas at \$104 and the market closes with buyers.

*Mining*.—Chinese Engineering and Mining Co. shares are wanted at Tls. 6.

*Tobaccos*.—Sumatras have been placed at Tls. 54 1/2. In Langkats business has taken place from Tls. 305, Tls. 307 1/2, Tls. 310, 311, Tls. 312 1/2 for cash. For December delivery sales have been recorded at Tls. 308 1/2, 307 1/2, Tls. 312 1/2, Tls. 315, Tls. 316 1/2, 312 1/2, 315, Tls. 316 1/2, 315, Tls. 315 1/2. March shares have been sold at Tls. 320, Tls. 325, Tls. 325, 330, 327 1/2, Tls. 327 1/2, 328. For May Tls. 335-330. The fortnightly returns give the following output; the daily out-put 64,000 gallons, petroleum in tanks 250,000 gallons. Kerosene made 63,000 cases, shipped 54,000 and in stock 65,000 cases.

## HEMP AND SUGAR.

Writing under date Manila, 30th ult., Messrs. Warner, Barnes & Co., Ltd., state:—HEMP.—Since our last issue U. K. market has continued very firm with upward tendency and this, although U. S. continues depressed, has had the effect of enhancing local values materially. Dealers have still further contracted to arrive and there is consequently very little free hemp available for some time.

We quote fair current with buyers and no sellers at \$22.50 per picul, equal at exchange 1/9 1/2 to £37. 6. 3 per ton f. o. b.

SUGAR.—Manila.—Nominal, nothing offering.

Taal: No crop.  
Hilo: Our quotation for Superior Hilo U. A. is purely nominal at \$4.37 1/2 per picul. with a strong upward tendency and no sellers. Dealers will not sell or contract at present preferring to store in anticipation of an advance. Above quotation at 6 m/s exchange 1/9 1/2 is equal to £6. 17. 9 per ton f. o. b.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ... 1/8 7/16  
" Bank Bills, on demand ... 1/8 1/2  
" Credits, 4 months' sight ... 1/8 1/2  
" D'tments 4 months' sight ... 1/9  
ON BERLIN, (demand) ... M. 1.74 1/2  
ON PARIS, Bank Bills, on demand ... 2.14 1/2  
" Credits, 4 months' sight ... 2.18  
ON NEW YORK, Bank Bills, on demand ... 41 1/2  
" Credits, 30 days' sight ... 41 1/2  
ON BOMBAY, Telegraphic Transfer ... 127  
" On demand ... 127 1/2  
ON SHANGHAI, Telegraphic Transfer ... 7 1/2  
" Private 30 days' sight ... nom.  
ON YOKOHAMA, T.T. ... 83 1/2  
Sovereigns, Bank's Buying Rate ... \$11.70  
Gold Leaf 100 tael, per tael ... 60.70  
Bar Silver ... 25 3/16

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
Per chest  
MALWA NEW ... 920/960  
" LAST YEAR ... 990/1050  
" OLDEST ... 1,080/1,100  
PATNA NEW ... 1,185  
BENARES NEW ... 1,187 1/2  
PERSIAN (PAPER) ... 800/860

## To-day's Advertisements.

## HONGKONG HOTEL.

DINNER. TO-MORROW (SATURDAY), Dec. 12th, 1903.

MENU. HORS D'OEUVRES. Anchovy Canapés.

SOUP. Potage Creme D'Oie à la Russe.

FISH. Boiled Garoupa à la Morny.

ENTREES. Snipe on Toast. Braised Fillet of Veal à la Napolitaine. Sweetbread aux Fines-Herbes.

CURRY. Sarapatel.

JOINTS. Roast Ribs of Beef and Horseradish. Roast Capon and Celery Sauce. Boiled Shoulder of Mutton and Turnips.

SWEETS. Victoria Pudding. Glace à la Diplôme and Finger Cakes. Charlotte Russe. Topsy Cake.

DESSERT. COFFEE. [1482e]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION, on

FRIDAY, the 18th December, 1903,

SATURDAY, the 19th December, 1903,

commencing Each Day at 2.30 P.M. at his SALES ROOMS, DUDELL STREET,

A FINE COLLECTION OF JAPANESE ART CURIOS AND EMBROIDERIES,

Comprising:— FINE SATSUMA VASES AND BOWLS, OLD INLAID BRONZES, SILVER-MOUNTED CLOISONNES, ARTISTIC CUT VELVET PICTURES AND HANGINGS (by Nishimura).

Also Some Very Fine SILK EMBROIDERED HANGINGS AND SCREENS.

TERMS:—As usual.

On View from Thursday, the 17th December, 1903.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 11th December, 1903. [1489e]

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION for the above TO-MORROW, the 12th instant, commencing at 2.30 P.M.

RANGES.—700 and 800 yards.

Ten Shots and a Sighter at each Range.

MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 11th December, 1903. [145]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Gibson, will be despatched for the above Ports, TO-MORROW, the 12th instant, at 4 P.M.

For Freight or Passage apply to DOUGLAS, LAURIE &amp; Co., General Managers.

Hongkong, 11th December, 1903. [1486e]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above on TUESDAY, the 15th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ &amp; Co., Agents.

Hongkong, 11th December, 1903. [1487e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

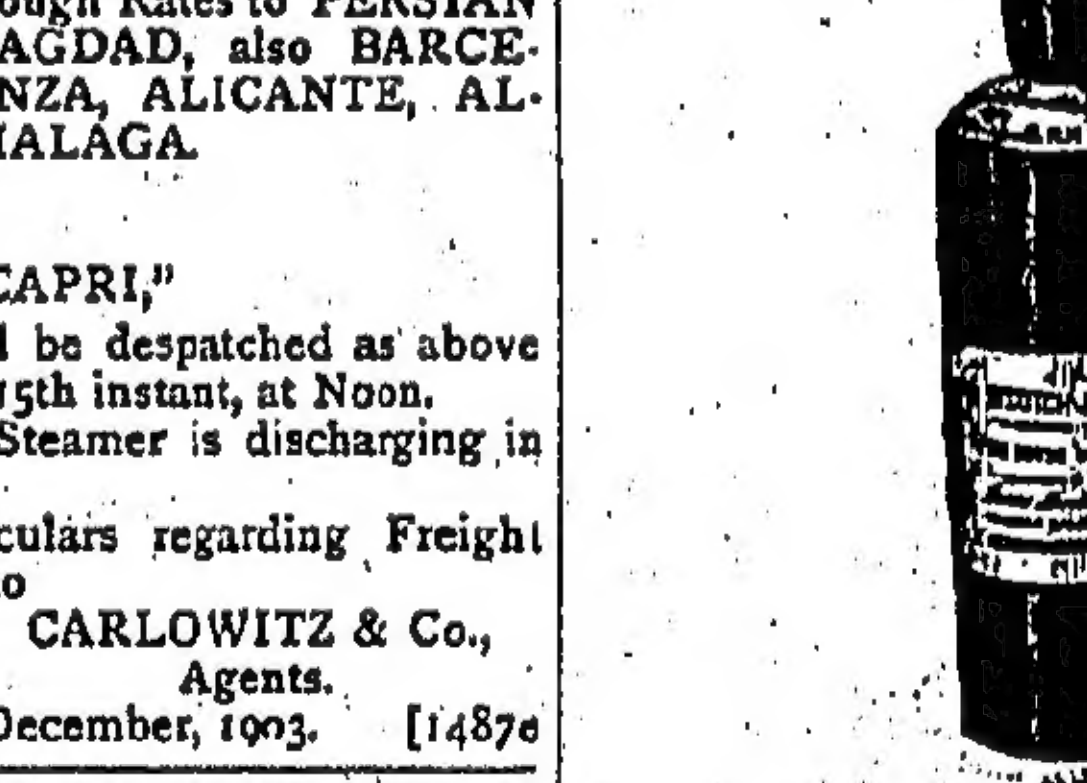
"KUMSANG,"

Captain E. J. Buller, will be despatched as above on WEDNESDAY, the 16th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 11th December, 1903. [1490e]

EYE-SIGHT.



JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from

LANE, CRAWFORD &amp; CO, Queen's Road Central.

[642e]



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903. [64]



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"YANGTZE"	On 13th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

S.S. "YANGTZE" left Singapore on the 7th inst., and is due here on the 13th.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL	"ACHILLES"	On 19th December.
MARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 5th January.
MARSEILLES, L'DON & A'WERP	"YANGTZE"	On 19th January.
*LIVERPOOL	"DIOMEDE"	On 22nd January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 1st January.

S.S. "CALCHAS" left Victoria, B.C., on the 25th ult., for this via Japan ports.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
HONGKONG, 8th December, 1903. [8]

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"CHINGTU"	12th December.
SHANGHAI	"HANGHOU"	13th "
SHANGHAI and CHINKIANG	"PAKHAI"	14th "
IOLO	"WUHOANG"	14th "
SHANGHAI	"WUHOANG"	15th "
SHANGHAI	"HUPAI"	15th "
MANILA	"KATONG"	15th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	30th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly  
qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
HONGKONG, 11th December, 1903. [7]

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 12th Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 19th Dec., at 10 A.M.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
HONGKONG, 5th December, 1903. [1208d]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLA"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## TOYO KISEN KAISHA

## REGULAR SERVICE

## MANILA LINE.

BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 17th December, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 22nd December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.  
**K. NAKASHIMA, Manager.**  
HONGKONG, 11th December, 1903. [1718]

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
valued Table. Duly qualified Surgeon carried.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 8th July, 1903. [804c]

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.  
DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.FARE:—(Week Days) 1st Class (including  
cabin and servant), \$2; Return Ticket, \$5;  
2nd Class, \$1; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 10, Victoria Street.  
Hongkong, 7th September, 1903. [1073c]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer

## "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-  
KONG for CANTON at 8.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommodation  
for First-Class Passengers. Ship lighted  
throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.SHUI ON S.S. CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 30th May, 1903. [1322c]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

About

"LOWHER CASTLE" 15th Dec.

"SIKH" 24th Dec.

"SAGAMI" 5th Jan.

"LENNOX" 15th Jan.

"AFRIDI" 27th Jan.

For Freight and further information, apply  
toDODWELL & CO., LIMITED,  
Agents.

Hongkong, 4th December, 1903. [1494c]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Steamship

## "EASTERN,"

Captain W. Ellis, will be despatched for the  
above Port, on WEDNESDAY, the 16th instant,  
at Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Pro-  
visions, Ice, &c., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.For Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 5th December, 1903. [1462c]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENS-  
LAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

## THE Steamship

## "EASTERN,"

Captain W. Ellis, will be despatched for the  
above Ports, on WEDNESDAY, the 16th  
proximo, at Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 23rd November, 1903. [1408c]

## "GLEN" LINE OF STEAMSHIPS.

## FOR NEW YORK.

## THE Steamship

## "GLENROY,"

Captain F. Selby, will be despatched as above  
on WEDNESDAY, the 16th December, 1903.For Freight, apply to  
**MCGREGOR BROS. & CO.,**  
Agents.

Hongkong, 18th November, 1903. [1385c]

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

## THE Company's Steamship

## "HIMIRA,"

Captain Lockhart, will be despatched as above  
on or about MONDAY, the 21st December.For Freight, &c., apply to  
**SHEWAN, TOMES & CO.,**  
General Agents.

Hongkong, 3rd December, 1903. [1444c]

## Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "LOONGSANG,"

Captain G. S. Weigall, will be despatched as  
above, TO-MORROW, the 12th instant,  
at 2 P.M.This Steamer has Superior Accommodation  
for First Class Passengers, and is fitted through-  
out with Electric Light.For Freight or Passage apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.

Hongkong, 10th December, 1903. [1466c]

## FOR YOKOHAMA AND KOBE.

## THE H.A.L. Steamship

## "AMBRIA,"

Captain Duckstein, will be despatched for the  
above Ports, on MONDAY, the 14th instant,  
at Noon.For Freight, apply to  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 8th December, 1903. [1427c]

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.FOR AMOY, SWATOW AND  
RANGOON.

## THE Company's Steamship

## "JELUNGA,"

Captain Windbank, will be despatched as above  
on MONDAY, the 14th instant, at 4 P.M.For Freight or Passage apply to  
**JARDINE, MATHESON & Co.,**  
Agents.

Hongkong, 9th December, 1903. [1479c]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

## THE Company's Steamship

## "ANNAM,"

Captain Girard, will be despatched for the  
above Ports on or about MONDAY, the 14th  
instant.For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
Agent.

Hongkong, 8th December, 1903. [1004c]

## "SHIRE" LINE STEAMSHIP COMPANY.

## FOR LONDON AND HAMBURG.

## THE Company's Steamship

## "FLINTSHIRE,"

Captain J. M. Haffner, will be despatched for the  
above Ports on or about MONDAY, the 28th  
instant.For Freight or Passage, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.

Hongkong, 7th December, 1903. [1469c]

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CANAL ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.Ladies and Children's Under-clothing, Lin-  
den's Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools.  
who are taught by the Sisters.

Hongkong, 12nd April, 1903.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 9th December, 200 cts. per \$ Mex.

## BUTCHER MEAT.

Beef sirloin &amp; prime cut—Mei Lung Pa 17

"Corned—Ham Ngau Yuk 17

"Brast—Shui 17

"Brast—Ngau Lam 17

"Soup—Tong Yuk 14

"Steak—Ngau Yuk Pa 13

"Sausages—Ngau Yuk Chung 16

"Bullock's Brains—Know 16

"Tongue fresh—Ngau Li 45

"Corned—Ham Ngau Li 55

"Head—Ngau Tau 55

"Heart—Ngau Sum 9

"Hump, Salt—Ngau Kiu 13

"Feet—Ngau Kerk 8

"Kidneys—Ngau Yiu 8

"Tail—Ngau Mei 9

"Liver—Ngau Con 16

"Tripe (undressed)—Ngau To 16

"Calves' Head and Feet—Ngau-chai 5

"Mutton Chop—Yeung Kai Kw 75

"Leg—Yeung Pei 28

"Shoulder—Yeung Shui 28

"Pigs' Chittlings—Chi cheong 7

"Brains—Chi Know 12

"Feet—Chi Kerk 12

"Fry—Chi Chak 12

"Head—Chi Tau 13

"Heart—Chi Sum 9

"Kidneys—Chi Yiu 9

"Liver—Chi Con 16

"Pork Chop—Chi Pui Kwat 18

"Corned—Ham Chi Yuk 18

"Leg—Chi Pei 18

"Fat or Lard—Chu Yau 18

"Sheep's Head and Feet—Yeung Tau 18

"Keok 45

"Heart—Yeung Sum 45

"Kidneys—Yeung Yiu 10

"Liver—Yeung Con 10

"Sucking Pigs, To Order—Chu Chai 16

"Suet, Beef—Sung Ngau Yau 17

"Mutton—Sung Ngau Yau 17

"Veal—Ngau Chai Yuk 18

"Sausages—Ngau Chai Yuk Tong, 15

## POULTRY.

Chicken—Kai Chai 22

Capon, Large, Small—Sin Kai 24

Ducks—Ap 22

Doves—Pan Kai 22

Eggs, Hen—Kai Tan 21

Fowls, Canton—Kai 24

Hainan—Hoi Nam Kai 24

Geese—Ngai 20

Geese, Wild Shanghai—Sheung Hoi Ye 20

Musk Deer—Wong Keng 300

Hare—To Chai 60

Partridge—Chi Khoo 60

Pheasant—Shan Kai 140

Pigeons, Canton—Pak Kip 23

Hollow—Hollow Pak Kip 24

## Qual—Um Chun 17

Rice Birds—Wo Fa Cheuk 17

Salpae—Sa Chui 17

Turkeys, Cock—Fo Kai Kung 17

Hen 17

Wild Ducks, Shanghai, Sui-ap 17

Teal, Shanghai, Sui Ap Chai 17

Wild Ducks, Canton—Sang Shing Sui 17

Apea 17

## FISH.

Barbel—Ka Yu 13

Bream—Bin Yu 13

Canton Fresh Water Fish—Hoi Sin Yu 13

Carp—Li Yu 13

Catfish—Chik Yu 13

Codfish—Mun Yu 13



## Shipping.

**Arrivals.**  
 Holhao, Fr. s.s., 509, Males, 10th Dec.,  
 Haiphong and Hoihow, 9th Dec., Gen.—  
 A. R. M.  
 Vengeance, H.M. battleship, 12,900, Leslie  
 Stuart, C.M.O., 11th Dec.,—Kobe 3rd Dec.  
 Kumtaig, Br. s.s., 2,078, Buller, 11th Dec.,  
 Calcutta via Penang and Singapore 1st  
 Dec., Gen.—J. M. & Co.  
 Haimun, Br. s.s., 636, Gibson, 11th Dec.,  
 Tamsui 8th Dec., Amoy 9th, and Swatow  
 10th, Gen.—D. L. & Co.  
 Claverling, Br. s.s., 2,155, Barton, 11th Dec.,  
 Moji 6th Dec., Coal—C. C. S. Co.  
 Meefoo, Ch. s.s., 1,321, Whitlow, 11th Dec.,  
 Canton 10th Dec., Gen.—C. M. S. N. Co.  
 Germania, German s.s., 1,714, Bruhn, 11th  
 Dec.,—Canton 10th Dec., Gen.—J. & Co.  
 Toonan, Chi. s.s., 947, Best, 11th Dec.,  
 Shanghai 7th Dec., Gen.—C. M. S. N. Co.  
 Wuchang, Br. s.s., 801, Somerville, 11th Dec.,  
 Manila 8th Dec., Ballast—B. & S.  
 Bourbon, Fr. s.s., 1,100, Souther, 11th Dec.,  
 Saigon 3rd Dec., Gen.—Wing Seng.  
**Clearances at the Harbour Office.**  
 Pnk Kong, for Macao.  
 Maideau Maru, for Swatow.  
 Watshing, for Shanghai.  
 Tamsui, for Canton.  
 Progress, for Hoihow.  
 Orora, for Singapore.  
 Kolsichung, for Bangkok.  
 Wingchui, for Macao.  
 Kubi, for Manila.  
 M. Struve, for Haiphong.

**Shipping Reports.**  
 Str. Wuchang from Manila:—Moderate  
 N.E. wind and sea.  
 Str. Toonan from Shanghai:—Strong follow-  
 ing winds and sea, clear fine weather.  
 Str. Claverling from Moji:—Light to moder-  
 ate N.E. wind throughout, sea moderate and  
 smooth, fine and beautiful clear weather.  
 Str. Kumtaig from Singapore:—There to  
 E. of Maclesfield Bank experienced strong  
 monsoon and high sea, with cloudy, squally,  
 rainy weather, thence to port moderate mon-  
 soon and fine weather.  
**Hongkong & Whampoa Dock Returns.**  
 H.M.S. Amphitrite, at Kowloon Dock.  
 H.M.S. G.M. McEwen, " "  
 H.M.S. Janus, " "  
 H.M.S. Halcyon, " "  
 H.M.S. Anpho, " "  
 Kiangtung, " "  
 U.S.S.T. Sacramento, " "  
 Kaipian, " "  
 Tairac, " "  
 Kinshan, " "  
 Hankow, " "  
 Salamanca, " Cosmopolitan

## Vessels in Port.

**STRAMERS.**  
 America Maru, Jap. s.s., 3,460, Going, 9th  
 Dec.,—San Francisco 10th Nov., Honolulu  
 17th, Yokohama 1st Dec., Kobe 2nd,  
 Nagasaki 4th, and Shanghai 7th, Mails  
 and Gen.—T. K. K.  
 Capri, Ital. s.s., 2,718, Belsito, 10th Dec.,  
 Bombay 17th Nov., and Singapore 29th  
 Dec., Gen.—C. & Co.  
 Chingtu, Br. s.s., 1,459, Howie, 8th Dec.,  
 Sydney via Manila 5th Dec., Gen.—B. &  
 S.  
 Chowai, Ger. s.s., 1,115, Textor, 6th Dec.,  
 Bangkok via Swatow 25th Nov., Rice—  
 B. & S.  
 Daijin Maru, Jap. s.s., 900, Ognia, 8th Dec.,  
 Tamsui via Amoy and Swatow 7th Dec.,  
 Gen.—O. S.  
 Edendale, Br. s.s., 718, Moss, 9th Dec.,  
 Sourabaya 24th Nov., Gen.—A. R. M.  
 Empress of Japan, Br. s.s., 3,003, Beeshaw,  
 R.N.R., 24th Nov.,—Vancouver 3rd Nov.,  
 and Shanghai 22nd, Mails and Gen.—C.  
 P. R. Co.  
 Hailan, Fr. s.s., 377, Andersen, 10th Dec.,  
 Pakhoi and Hoihow 6th Dec., Gen. and  
 Pigs.—A. R. M.  
 Hongkong, Fr. s.s., 750, Suzani, 9th Dec.,  
 Haiphong and Hoihow 8th Dec., Gen.—  
 A. R. M.  
 Hopsang, Br. s.s., 1,359, Hay, 6th Dec.,  
 Hongay 3rd Dec., Coal—J. M. & Co.  
 Hupeh, Br. s.s., 1,205, Mathias, 10th Dec.,  
 Hilo and Cebu 5th Dec., Gen.—B. & S.  
 Indasamha, Br. s.s., 3,366, Craven, 7th Dec.,  
 Portland, Or. via Moji 3rd Nov., Gen.—  
 Allan Cameron.  
 Kohschang, Ger. s.s., 1,293, Spiesen, 2nd Dec.,  
 Bangkok and Ang Hin 21st Nov., Rice—  
 B. & S.  
 Loongmoon, Ger. s.s., 1,245, Schultz, 9th Dec.,  
 Canton 8th Dec., Gen.—S. & Co.  
 Loongsang, Br. s.s., 1,092, Weigall, 7th Dec.,  
 Tainan 4th Dec., Gen.—J. M. & Co.  
 Loyal, Ger. s.s., 1,236, Buhrmann, 7th Dec.,  
 Canton 7th Dec., Coal—S. W. & Co.  
 Machew, Ger. s.s., 996, Harges, 8th Dec.,  
 Bangkok 26th Dec., and Anglin 29th, Gen.  
 and Rice—B. & Co.  
 M. Struve, Ger. s.s., 956, Brandt, 7th Dec.,  
 Haiphong and Hoihow 3rd Dec., Gen.—  
 S. & Co.  
 Petchaburi, Ger. s.s., 1,375, Hillmann, 10th  
 Dec.,—Bangkok via Swatow 9th Dec.,  
 Rice and Wood—B. & S.  
 Orono, Br. s.s., 1,850, Oswald, 9th Dec.,  
 Amoy 8th Dec., Gen.—D. & Co., Ld.  
 Pakhoi, Br. s.s., 1,229, Meathel, 8th Dec.,  
 Moji 2nd Dec., Coal—B. & S.  
 Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.,  
 Sourabaya 30th Sept., Sugar—S. W. &  
 Co.  
 Progress, Ger. s.s., 687, Bremer, 10th Dec.,  
 Swatow 9th Dec., Gen.—S. & Co.  
 Prometheus, Nor. s.s., 1,023, Lersbryggen, 8th  
 Dec.,—Canton 7th Dec., Gen.—E. A. T.  
 Co.  
 Rubi, Br. s.s., 1,611, Almond, 7th Dec.,  
 Manila 5th Dec., Gen.—S. T. & Co.  
 Suisang, Br. s.s., 1,776, Young, 10th Dec.,  
 Java 10th Dec., Sugar—J. M. & Co.  
 Teucer, Br. s.s., 1,595, Silverlock, 7th Dec.,  
 Moji 2nd Dec., Coal—D. & Co., Ld.  
 Tosa Maru, Jap. s.s., 3,610, Christiansen, 9th  
 Dec.,—Shanghai 6th Dec., Gen.—N. Y. K.  
 Trios, Ger. s.s., 1,033, Knaef, 25th Nov.,  
 Saigon 19th Nov., Rice—flour and Gen.—  
 S. & Co.  
 Ulbrand, Nor. s.s., 1,269, Andersen, 9th Dec.,  
 Karatsu 4th Dec., Coal—C. & Co.

## SAILING VESSELS.

Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct.,  
 Shanghai 16th Oct., Gen.—S. O. Co.

## Post Office.

A Mail will close for:—

Canton—Per Honam, 12th Dec., 7.30 A.M.  
 Manila—Per Rubi, 12th Dec., 9 A.M.  
 Haiphong—Per Hongkong, 12th Dec., 9 A.M.  
 Singapore—Per Edendale, 12th Dec., 9 A.M.  
 Kobe—Per Hopsang, 12th Dec., 11 A.M.  
 Manila—Per Loongsang, 12th Dec., 1 P.M.  
 Macao—Per Heungshan, 12th Dec., 1.15 P.M.  
 Shanghai—Per Loongmoon, 12th Dec., 3 P.M.  
 Hongkong—Per Meifoo, 12th Dec., 3 P.M.  
 Kobe—Per Chingtu, 12th Dec., 3 P.M.  
 Kongmoon, Kumchuk and Samshui—Per  
 See Yuh, 12th Dec., 4 P.M.  
 Nantao—Per Tai-chun, 12th Dec., 5 P.M.  
 Sanbue—Per Hoi-fu, 12th Dec., 5 P.M.  
 Macao—Per Wingchui, 12th Dec., 5 P.M.

Swatow, Amoy and Tamsui—Per Haimun,  
 12th Dec., 5 P.M.  
 Tsingtau and Chefoo—Per Germania, 12th  
 Dec., 5 P.M.  
 Hoihow and Haiphong—Per Hoihow, 12th  
 Dec., 5 P.M.  
 Swatow and Shanghai—Per Chingtu, 12th  
 Dec., 5 P.M.  
 Shanghai—Per Hongkong, 12th Dec., 5 P.M.  
 Canton—Per Powa, 13th Dec., 9 A.M.  
 Nantao—Per Tai-chun, 13th Dec., 9 A.M.  
 Sanbue—Per Hoi-fu, 13th Dec., 9 A.M.  
 Macao—Per Wingchui, 13th Dec., 9 A.M.  
 Kongmoon, Kumchuk and Samshui—Per  
 See Yuh, 13th Dec., 9 A.M.  
 Yokohama and Kobe—Per Ambria, 14th  
 Dec., 11 A.M.  
 Macao—Per Heungshan, 14th Dec., 1.15 P.M.  
 Amoy, Swatow and Rangoon—Per Loong-  
 moon, 14th Dec., 3 P.M.  
 Shanghai—Per Wuchang, 14th Dec., 3 P.M.  
 Shanghai and Chinkiang—Per Pakhoi, 14th  
 Dec., 4 P.M.  
 Kongmoon, Kumchuk and Samshui—Per  
 See Yuh, 14th Dec., 4 P.M.  
 Straits and Bombay—Per Capri, 15th Dec.,  
 10 A.M.  
 Europe, &c., India, via Tuticoria—Per  
 Armand Behic, 15th Dec., 11 A.M.  
 Moji, Kobe, Yokohama, Victoria, B.C. and  
 Seattle—Per Tosa Maru, 15th Dec., 3 P.M.  
 Shanghai—Per Hupeh, 15th Dec., 4 P.M.  
 Kongmoon, Kumchuk and Samshui—Per  
 See Yuh, 15th Dec., 4 P.M.  
 Shanghai—Per Whampoa, 15th Dec., 4 P.M.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
 acting Director of the Hongkong Observa-  
 tory:—  
 On the 11th at 11.30 a.m. Barometric  
 changes are slight.  
 Pressure remains low over N.E. Japan, and  
 over the Philippines and adjacent waters.  
 The highest pressure is lying over Central  
 China.  
 Gradients slight to moderate with strong  
 monsoon in the Formosa Channel and N. part  
 of the China Sea.  
 Forecast:—moderate to fresh N.E. winds; fine.

Dec. 10 at 10 a.m. 29.07  
 Dec. 10 at 4 p.m. 29.04  
 Dec. 11 at 10 a.m. 29.07  
 Dec. 11 at 4 p.m. 29.04  
 Barometer 68  
 Temperature 71  
 Humidity 73  
 Rainfall

## CHINA COAST METEOROLOGICAL REGISTER.

December 11th, 1903, a.m.

Bar.	Th.	Hu.	Wind	Wr.
Vladivostok, 7 a.m.	—	—	—	—
Nemuro, 6 a.m.	29.76	—	N 6	—
Hakodate, 6 a.m.	29.89	—	N 2	—
Tokio, 6 a.m.	29.86	—	N 0	—
Kochi, 6 a.m.	29.99	—	N 0	—
Nagasaki, 6 a.m.	30.07	—	N 4	—
Kagoshima, 6 a.m.	30.07	—	N 4	—
Oshima, 6 a.m.	30.00	—	N 6	—
Naha, 6 a.m.	29.93	—	N 4	—
Ishigakijima, 6 a.m.	29.97	—	NE 4	—
Taihou, 5 a.m.	30.04	—	E 4	—
Taihu, 5 a.m.	29.94	—	SE 2	—
Tainan, 5 a.m.	29.93	—	N 6	—
Koshun, 5 a.m.	29.94	—	NE 8	—
Pescadores, 5 a.m.	29.93	—	NE 10	—
Gutaiwei, 9 a.m.	30.09	38	NW 4	bm
Sharp Peak, 9 a.m.	30.13	44	NW 4	—
Swatow, 9 a.m.	30.09	61	N 1	0
Amoy, 9 a.m.	30.05	65	ENE 4	b
Canton, 9 a.m.	30.06	75	E 2	b
Hongkong, 10 a.m.	30.06	66	E 2	c
Victoria Peak, 10 a.m.	—	—	—	—
Gap Rock, 10 a.m.	—	—	—	—
Macao, 10 a.m.	30.04	67	E 1	c
Haiphong, 9 a.m.	29.88	81	WNW 1	b
Manila, 9 a.m.	29.85	81	SSW 1	c
Bacolod, 9 a.m.	29.82	84	S 1	c
Cebu, 10 a.m.	—	—	—	—
C. St. James, 10 a.m.	—	—	—	—

## VISITORS AT THE HOTELS.

**OCCIDENTAL.**  
 Alkburst, C. A.  
 Burdett, Mrs. F. D.  
 Cobb, Wm.  
 Chandler, L. F.  
 Crosby, S. A. Mrs.  
 Gerard, Capt. J. C.  
 Gibson, Dr.  
 Halpin, F.  
 Hertel, B.  
 Kevt, Dr. F.  
 Liddell, Mr. and Mrs.  
 Lopez, Amaro  
 North, H. S.  
 Pezear, Lieut. T.  
 Peterson, A.  
 Priltwitz, A. V.  
 Rehwaldt, Capt.  
 Reinapell, R.  
 Roberts, W. C.  
 Schattneides, Mr.  
 Schlechtweg, Gustav  
 Schuster, Mrs. Von  
 Skerichy, Mrs. & child  
 Stapelfeldt, M.  
 Stephens, H.  
 Walters, S.  
 Widmer, Mr. and Mrs.  
 and child  
 Wiermann, Paul  
 Wilkinson, R.  
 Wolf, Richard De

**THOMAS.**  
 Aldrich, Geo. A.  
 Allen, G.  
 Bain, J. S. S.  
 Bourman, S.  
 Brusse, J. V.  
 Collet, Mr.  
 Condy, Mr. C. and  
 children  
 Crego, Mr.  
 Donald, G. M.  
 Frank, W.  
 Hill, H. K.  
 Hough, Dr.  
 Lambkin, F.  
 Llanos, G.  
 Morse, C. K.  
 Raimor, H. D.  
 Roberts, Capt. W.  
 Turr, D. E.  
 Whitley, Mr.  
 Young, L. C.

**KOWLOON.**  
 Macgregor, Mr.  
 McChesney, D. N.  
 Merleker, Lieut.  
 Schies, Mrs. and Miss  
 Schaffer, Thos.  
 Williams, Capt.  
 Zachal, Mr. and Mrs.

**HONGKONG.**  
 Anderson, Mr.  
 Ascoli, Mr. and Mrs. V.  
 Barrett, H.  
 Becker, Mr.  
 Benard, Mr. and Mrs.  
 L. and family.  
 Bigelow, J. F.  
 Black, Mr. and Mrs.  
 Bleton, Mr. and Mrs.  
 Roggan, Mr. & Mrs. R.  
 Bonner, E. A.  
 Borthwick, Mrs. R. W.  
 Brown, W. S.  
 Brunschwey, C.  
 Buck, Hart  
 Burns, Miss  
 Burns, J.  
 Byrons, Mrs. B. L.  
 Clark, W. G.  
 Colson, F. S.  
 Coulson, C. H.  
 Cowen, Mrs. A. R.  
 Davies, Mrs. J. T.  
 Deacon, F. B.  
 Dean, G.  
 Denby, S. F.  
 Douglas, Capt. & Mrs. J.  
 Downing, J. C.  
 Duple, Miss  
 Duppy, Miss  
 Ellis, Mr. and Mrs. A.  
 Emerson, A.  
 Faberge, E.  
 Fishburn, L. B.  
 Fisher, H. G.  
 Gilbert, E. A.  
 Glover, C.  
 Goulden, T. F.  
 Grant, A. W.  
 Hall, Capt. T.  
 Hanson, Thos. A.  
 Haughton, W. B.  
 Haydon, J. T.  
 Heberle, Dr. J.  
 Herment, L.  
 Hill, Mr. and Mrs.  
 Hogg, Mr. & Mrs. A. V.  
 Hooper, Mr. and Mrs.  
 Hutchison, J. D.  
 Icely, Rev. J.  
 Jackman, H. T.  
 Jaffe, D.  
 Johnson, O.  
 Johnson, J. H.  
 Joseph, Mr. and Mrs.  
 Kaish, E. A.  
 Kempfer, E.  
 Leggat, E. A.

**KING EDWARD.**  
 Bailey, Chas. A.  
 Bailey, Miss Cora W.  
 Carter, H. B.  
 Dodge, A. D.  
 Ehrhardt, Capt.  
 Hale, Mrs. M. P.  
 Hawley, Miss M.  
 Hawley, Mr. and Mrs.  
 Geo. T.  
 Hawley, Mr. and Mrs.  
 Talat, Mr. and Mrs. M.  
 Geo. T.  
 Hollingsworth, A. H.  
 Lambkin, Mrs.  
 Lambkin, Miss

**CONNAUGHT.**  
 Bain, J. W.  
 Bauman, Theo.  
 Brown, Dr. J. L.  
 Campbell, R., Capt.  
 J. R.  
 Christie, D. Mrs.  
 Clark, Mrs. M.  
 Cronin, John  
 Donald, W. H.  
 Dufout, Mrs. B.  
 Dulot, Mrs.  
 Edwards, E.  
 Kyre, Mr. and Mrs. H.  
 Goetschel, L.  
 Hills, L. D.  
 Howard, E.  
 Hume, R.

**PEAK.**  
 Allison, C.  
 Beattie, J. M.  
 Beck, Mr. & Mrs. J.  
 Behn, Carl.  
 Bensen, Major & Mrs.  
 Bolsovsky, Mr. and  
 Mrs. C. de, maid  
 and child.  
 Bonnal, Miss  
 Bunny, Major and Mrs.  
 Bunny, Miss  
 Brabson, R. A.  
 Hrawn, Col. L. F.  
 Chapman, Mr. & Mrs.  
 Chichester, Major and  
 Mrs. A. A.  
 Cocker, F. W.  
 Cowden, Mrs. A. R.  
 Cowden, Miss  
 Ferrier, Col. & Mrs.  
 French, Major G. A.  
 Fullerton, Mr. and Mrs.  
 A. R.  
 Jezerski, Count Lad-  
 eski

**CRAIGIEBURN.**  
 Austen, Dr. and Mrs. T.  
 Bent, Mrs.  
 Craiton, R. H.  
 Dunn, G. H.  
 Duff, J. S.  
 Fulton, C. H.  
 Gaskell, Mr. and Mrs.  
 Harvey, Lieut. and  
 child.  
 J. S. J.  
 Helms, W.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
<b>BANKS.</b>			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- @ 1/8=\$18 for half year ending 30.6.1903	\$675
National Bank of China, Ltd.	\$ 8	3/4=\$1.96 1/2 for 1902	\$30 b.
Do. Founders	\$ 1	None	\$10
<b>MARINE INSURANCES.</b>			
Union In. Society of C'lon, Ltd.	\$ 100	32 per cent=\$32 per share for 1902	\$490
China Traders' In. Co., Ltd.	\$ 25	16 1/2=\$1 for year ended 30.4.1903	\$75 ex div.
North China In. Co., Ltd.	\$ 25	Final of £1 making £2 for 1902	Tls. 220
Yungtze In. Association, Ltd.	\$ 60	20 1/2=\$12 for 1901	\$135
Antion In. Office, Ltd.	\$ 50	30 1/2=\$15 per share for 1902	\$175 sa.
<b>FIRE INSURANCES.</b>			
Hongkong Fire In. Co., Ltd.	\$ 50	32 1/2 per share for 1901	\$310 sa.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$90
<b>SHIPPING.</b>			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$14 for half-year ending 30.6.1903	\$21 sa.
Indo-China S. N. Co., Ltd.	\$ 10	5 1/2=\$10/- per share for 1902	\$75
China & Manila S.S. Co., Ltd.	\$ 50	10 1/2=\$5 per share for 1902	\$18
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30
"Star" Ferry Co., Ltd.	\$ 5	\$1.20 1/2=\$12 for year ending 30.6.03	\$19
"Shell" Transport & Trading Co., Ltd.	\$ 1	3rd Interim of 6d. for 1902	£1 1/6
Taku Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2 1/2 for 1903	Tls. 30
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 4 1/2=Tls. 2.00	Tls. 52 1/2
Do. Preference	Tls. 50	Interim of 3 1/2=Tls. 1.75	Tls. 47 1/2 sa.
<b>REFINERIES.</b>			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$105
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Peraie Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7 1/2 for year ending 30.9.02	Tls. 60
<b>MINING.</b>			
Punjom Mining Co., Ltd.	\$ 11	None	\$14 sa.
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 sa.
Raub Australian Gold Mining Co., Ltd.	\$ 18.10	No. 12 of 1/- per share 28.1.01	\$8 sa.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	Tls. 5.80
<b>DOCKS, WHARVES AND GODOWNS.</b>			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 1/2=\$6 for 1 year 30.6.03	\$205
S. C. Farham, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 118 1/2 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$93 b.
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$2 1/2 for 1902	\$38 sa.
Shanghai & Hongkong Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 195 b.
<b>LANDS, HOTELS AND BUILDINGS.</b>			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 1/2=\$80 cents per share for 1902	\$9 1/2 sa.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$151 b.
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$151 sa.
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$24 sa.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1/2-year 1903	\$147 b.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 for year ending 30.6.03	\$28 b.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 1/2 for year ending 31.3.03	Tls. 13 1/2
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$11 b.
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6 1/2 for 1903	Tls. 104 b.
<b>COTTON MILLS.</b>			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	Final of 60 cents, making \$1 for 1902/1903	\$15 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	3 1/2 for period ended 31.10.97	Tls. 40 sa.
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3 1/2 on account of 1898	Tls. 25 b.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 1/2 on acct. of 1898	Tls. 35
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 1/2 for period ended 31.12.00	Tls. 200
<b>CIGAR AND TOBACCO COMPANIES.</b>			
Alhambra, Ltd.	\$ 500	25 1/2 for year ending 30.6.1900	\$250
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15
Shanghai Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 52 sa.
<b>MISCELLANEOUS.</b>			
Green Island Cement Co., Ltd.	\$ 10	12 1/2=\$12.50 per share for 1902	\$24 1/2 b.
China-Borneo Co., Ltd.	\$ 12	First year for 1902	\$8 sa.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 1/2 for 1903	\$14 sa.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$12 sa.
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12.35 sa.
Hongkong & China Gas Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$6 1/2 b.
Hongkong Rope Manufactur- ing Co., Ltd.	\$ 50	10 1/2 for 1902	\$145
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent=\$3.75 for 1902	\$47 1/2



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